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日五初月七年三統宣 HONGKONG, MONDAY, AUGUST 28TH, 1911, 一拜禮

- INTIMATIONS

PIANOS

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TIME TABLE.

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7.00 s.m. 8.00 s.m... Every 15 minutes.

8.00 a.m. to 10.00 a.m... Every 10 minutes.

10.00 a.m. to 11.00 a.m.... Every 15 minutes.

11.30 s.m. to 12.45 p.m., ... Every 15 minutes.

12.45 p.m. to 1.15 p.m.... Every 10 minutes.

1.15 p.m to 1.45 p.m... Every 15 minutes. 1.45 p.m. to 2.15 p.m... Every 10 minutes.

3.15 p.m. to 5.00 p.m.... Every 15 minutes.

5.00 p.m. to 8.10 p.m.... Every 10 minutes.

8.00 ...n. to10.30 a.m. ... Every 15 minutes.

10.30 s.m. to 11.00 s.m. ... Every 10 minutes.

11.45 a.m. to 12.00 Noon... Every 15 minutes.

12.00 Noonto 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

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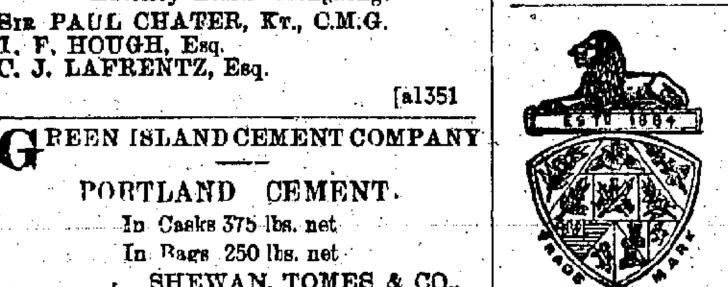
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Hongkong, 1st September, 1910, a43

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E beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 P.M. every day, commencing from 25th August, for One Month only, owing to our FASTING HOLIDAYS.

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Hongkong, 25th August, 1911.

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Bougkong, 2nd August. 1911



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"Correspondents must forward their names and addresses with communications addressed to the Elitor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be in wried. Orders for extra copies of DAILY PERSS

should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
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Hondrong Office: 10a, Des Vœux Road C LONDON OFFICE: 131, FLEET STREET, EC

Hongrong, August 28th, 1911.

JAPAN is just now confronted by a problem which, though it may be of a temporary nature, is yet sufficiently serious -- so serious, in fact, that the Government has felt called upon to take somewhat drastic measures. The problem is nothing more or less than a remarkable increase in the price of rice. Some time ago a group of speculators on the Tokyo Rice Exchange endeavoure to form a corner in rice, and although their efforts were not altogether successful they obtained enough hold on the market to send the price of rice far above the normal level. Under ordinary circumstances such manipulations would have immediately resulted in an extra inflow of rice from the provinces. which in itself would have sufficed to send prices down. A disquieting fact in the present case, however, is that no such inflow took place, with the result that prices not only maintained their high level, but actually continued to rise. It seemed impossible that a group of speculators operating only in one market should have been able to Monte fort. affect the price of the cereal all over the · country, and suspicions were aroused as to whether there were such large stocks of rice in the provinces as was generally supposed. ing Labuan Island, and their dependencies Although the suggestion had never been made before, and is now strenuously denied in some quarters, the authorities began to ascribe part of the abnormal rise in prices to a bad harvest in the preceding year, which had left the country short of rice. Accordingly, by special Ordinance, the import duty on

rice, which under the Statutory Tariff that came into force on the 17th of July had been raised, was again temporarily reduced to its old level, while it was hinted that it this did not improve matters the duty would be suspended altogether. While on the surface this precaution seemed a wise one, it was soon shown that its actual effect was prac tically nil. It was pointed out that the rice merchants would hardly be induced to import rice by a merely temporary reduction of the great demand for it has sprung up. duty, since by the time the shipments arrived the duty might be restored to its old figure and the merchants thus suffer heavy loss. Further, for shipments foreign rice to produce any effect on the market considerable time was necessary, so that the measure of the Government a temporary expedient for reducing the price of rice was bound to be a failure. Such in effect it was, the result on the market being inappreciable, and prices continuing to go steadily up. Now, as a Hongkong Sanitary Board includes the followlast resort, the Government has suspended four exchanges in the provinces that a excretal matters from the larger villages on the stern measure jet remains to be seen. following as Xeres Wines of the may be noted that the suspension does no

-

cover spot transactions for cash. The Government's action is looked upon with some degree of complacency, although certain of the Japanese papers express misgivings, and think it would have been better to reduce the freight rates on the commodity on the Government railways, so as to induce the transportation of larger mintities of the cereal to the chief centres. It is pointed out that the closing of the Exchanges, partial though it be, deprives day. sellers of their chief means of getting rid of their stocks, so that instead of proving a help to increased transactions it will actually prove a hindrance. On the other hand, the authorities hope the measure will speculators to dispose of a large quantity of the rice now in their hands, and thus restore the equilibrium between demand and supply Even if this follow, however, the restoration of the old quotations for rice is extremely

problematical. In view of the smallness of the capital with which the speculators were working and the nature of the commodity in which they were trying to form a corner, it seems reasonable to conclude that there when opened out she can do 14 knots. A large are some other reasons which made the company was on board, including Mr. J. Reid, operations practicable... Corners in wheat | the dockyard manager, Mr. R. Megregor, local have been attempted in the West, although | Secretary, Mr. K. E. Greig, chief engineer of 'always with disastrous effects to the speculator, but a corner in the principal food-stuff in Japan is something quite new, and it may be strongly suspected that in the natural course of events Japan has arrived at the stage where she is no longer able to feed herself. That such a time would come eventually has long been foreseen. While Japan has

as an agricultural nation she has stood still, if not actually receded. There was a good deal of truth in the answer of the Japanese statesman who, when asked why Japan Purchase of Land was so backward in agriculture, replied, 'Because we are an agricultural people." All the efforts of the authorities, all the teaching in Agricultural Colleges, all the object lessons on experimental farms, have scarcely moved the Japanese farmer from his old-world methods of agriculture. At the most a few chemical manures have been introduced. During the last twenty-four year the population of Japan has increased by over twelve millions, yet the production of rice has not only not increased, but, in some years, has shown a decrease compared with the production of twenty-four years

Total Cost...\$101,921.62 RECEIPTS .- BUILDING FUND. Collected by the late Bishop Hoare, ago. Yet the Japanese hold foreign rice in Rev. A. G. Goldsmith and Rev. J. poor estimation, and its use is mainly con-Collected on appeal for subscriptions fined to the poor, to whom the difference in March, 1908 price means the difference between starva-Bank Interest Gift of the late Sir H. N. Mody ... tion and satisfaction. Under these circumstances the rise in the price of rice is not only natural but inevitable, and the wisdom FURNISHING FUND.

Collected by Rev. C. E. of placing a duty on foreign rice, even Thompson ... though it be merely for purposes of revenue, Part proceeds garden fête....\$862.37 \$90,056.57 Total receipts ... New regulations made by the Governor-in-BALANCE SHEET. Council under the Sale of Food and Drugs

Ordinance, in connection with milk, are Total receipts Balance due to H. K. and S. Bank and Friday last was observed as a public holiday in Macao to mark the election of Sr. Manoel d'Arriaga as President of the Republic of

The King has been pleased to approve of Herr Carl Feindel, as German Consul-General at Singapore for the Straits Settlements, includ-(Cocos, Keeling Islands, and Christmas Islands). Johore, the Federated Malay States, the British Protected States of the Malay Peninsula, Kelautan, Tringganu, Kedah, Perlis, together with the Langkawi Islands, and in the Island of Borneo, the State of North Borneo, Brunei, and

published in the current issue of the Gazette.

Portugal. A salute of 21 guns was fired from the

is open to extreme doubt.

Invitations have been issued by Dr. and Mrs. | TELEGRAMS. TELEGRAMS. TELEGRAMS. TELEGRAMS. TELEGRAMS. Harston for the marriage of Miss Gladys Relton to Captain A. W. Waring, R.A.M.C., at St. John's Cathedral to-morrow. The marriage of Miss D. Hooper to Mr. J. Macgregor takes niace on Wednesday.

Messrs. A. S. Watson & Co., Ltd., have recently added to their list of productions a most palatable and refreshing beverage called Ice Cream Soda. This particular water bids fair to become most popular, for we are informed that already

British section of the Kowloon-Canton Railway from 1st to 31st July places the total number of passengers for that period at 21,268. Coaching realised \$7,488.15, while \$478.56 is shown under the heading of goods and \$1,582.22 under the heading Miscellaneous. The total realised for the month was \$9,548.93. which, with the previous total adjusted, brings the grand total of the earnings of the railway to \$112,678 63.

The agenda for to-morrow's meeting of the ing items: Letter from Government relative SHE R Last resort, the Government has suspended to the Pokfulam water supply; Minute by the forward transactions on the Tokyo Rice President of the Sanitary Board relative to the to the Pokfulam water supply; Minute by the be elsewhere. The oppression by Russia is Exchanges, and has warned the remaining general surface scavenging and the removal of similar step will be taken in their cases un island of Hongkong; Minute by the President less speculation ceases. The result of this of the Sanitary Board relative to repairs to certain graves in the Colonial Cemeters; Minute by the President of the Sanitary Board relative to the introduction of small fish in the waters of the Colony to destroy mosquito larvæ; Report of the Select Committee relative to the training of nullahs; Report of the Committee re complaints against the city conservancy contractor.

SHIPS AND SHIPPING.

The Douglas steamer Haimun, which has been chartered at Saigon to run between that port and Bangkok, left for the French port yester-

We learn that an order has been placed with the Taikoo Dockyard and Engineering works for a "Blue Funnel" steamer, about 200 ft in lougth for the Singapore-Deli run. It is a high compliment to the Taikoo Dock that the ship is to be built without supervision by

On Saturday the new twin-screw tug, built and engined by the Taikoo Dock and Engineering Works, for the use of the Dock, made a highly satisfactory trial trip. Her measurements are 154ft, overall by 26ft. × 13ft. 6in. moulded. Her horse-power is 1,400. She is designed on the lines of the most modern salvage and towing vessels and has a large cargo hold for carrying salvage gear. Saturday's trial showed that the dockyard, and many others prominently identified with the shipping of the port. The Government employing military tug bears the name Taikoo.

THE NEW SEAMEN'S INSTITUTE.

Mr. L. Gibbs, as honorary treasurer of the Seamen's Institute Building Fund, sends us for publication, by instruction of the Committee made great strides as an industrial nation, of the Seamen's Mission to publish, the following statement of accounts in connection with the building of the new Seamen's Institute at Wanchai:

> Purchase of Land, Dennys & Bowley Yik Loong for pulling down old Cost of new building less \$2,758.84 paid directly by the late Sir H. N. Leigh & Orange, Commission Sign Board Overseer, wages ... Cheque books Interest at 6 per cent. to 30 June, 1911 Crown Rent to 24 June, 1910 Printing. &c. ...

... \$11,586 30 .26,285,95 \$88,094,20

Total cost of site, building and bearing interest at 6 per cent. ... \$11,865,05

LATEST STEAMER MOVEMENTS The I.G.M. str. Buelow, which left here on Wednesday, 23rd inst., 5 a.m., arrived at always.

Shanghai on Friday, 25th inst, 2 p.m. The P. & O. str. Palma is expected to arrive at Penang on the 29th instant, at 7 a.m. The P. & O. str. Delta left Singapore for this port on the 25th instant at 6.30 p.m. with the cutward English Mail, and is due here on the 30th instant at about 6 a.m.

Line) left Singapore for this port on the 25th Aug., and is expected here on the 31st Aug. The I.G.M. str. Prins Sigismund left Sydney | Liberal candidates. on the 26th instant, at 11 a.m., and may be expacted here on or about the 19th prox.

The N.Y.K. str. Bombay Maru (Bombay

THEOUGH REUTER'S AGENCY.

THE STRIKE MOVEMENT

THE ATTACKS ON JEWS.

London, August 26th. The Jewish Chronicle deeply deplores the present attacks on Jews in South Wales, and A statement of the approximate traffic on the points out that the causes are obvious. The Jews are largely engaged in business, in which they are keen and assiduous; Welshmen owe them money and are sometimes sued for it; thus creating irritation. The Jews also collect rents, and all this does not improve the feeling towards them....The journal concludes that the Jewish packman is a product of Russian terror - to-day he is to Germany in the Congo in exchange for gress the revision of both schedules. attacked in Wales, and to-morrow he may

thus a world-wide oppression. RIOTING IN WALES.

There was more rioting at Bargeod last night. The police and military dispersed the mob, who did much damage.

London, August 27th. Owing to the attack on Jews in South Wales numbers of Jewish refugees bave arrived at Cardiff, having endured considerable suffering and frightened for their lives

The rioting at Bargoed and Gilfach cor tinues. It is described as a guerilla warfare against the police and the infantry.

Two Jewish shops were burned at Senghenydd.

The Telegraph's special correspondent as the result of a lengthy inquiry says that of truth.

WORK RESUMED AT LIVERPOOL. LATER.

The Liverpool Strike Committee has ordered all strikers, including the dockers to resume work to-day.

All the disputes at Liverpool are now settled. The shipowners, stevedores and porters reached a satisfactory agreement this afternoon.

LATER. At a Labourite meeting held at Trafalgar Square it was resolved to protest against the attended and

BIG DIAMOND ROBBERY.

dissension.

London, August 26th. It is reported from Paris that a diamond

merchant travelling from Paris to Antwerp was robbed of diamonds to the value of £7,000 by two men hustling him in a train.

TEST CRICKET.

LONDON, August 26th. The MEC. has invited Vine to accompany e English Cricket Team to Australia.

Warner has accepted the captaincy of the 462.79 English team.

THE ST. LEGER.

London, August 26th. The betting for the St. Leger is as

follows :---11 to 8 against King William. 4 to 1 against Lycaon.

6 to 1 against Prince Palatine. CANADIAN POLITICS.

London, August 26th.

The Times' correspondent at Toronto states that Sir Wilfried Laurier, speaking | Captain's boat, containing twenty-four, was at St. Eustache, Quebec, said that every picked up. There was a strong monsoon vote for the Nationalist leader, Mr. Bour- and agrough sea at the time. assa, was a vote for Mr. Borden and a twenty-five million dollar tribute for the strong boxes of London. He declared that he was not an Imperialist, or an anti-

party fight, there being practically no his experience. opposition to reciprocity on the part of the

[THROUGH REUTER'S AGENCY.]

FRANCE RECOGNISES PORTUGUESE REPUBLIC.

London, August 26th.

A Paris message states that President Fallieres has congratulated President. Arriaga of Portugal on his election.

France has recognised the Republic.

FRANCE AND GERMANY. London, August 26th.

The French Government has unanimously an absolute recognition of France's rights in Morocco.

Reuter learns that the era of conversations concerning Morocco will be succeeded next week by what may be regarded as vapia, have arrested eight men and boys in negotiations, both France and Germany connection with the lynching of a negro at knowing what is likely to be offered and Coatesville. given in return.

London, August 27th. The French Press is optimistic regarding the latest Franco-German negotiations. It is believed that Germany is not yet entirely satisfied with France's offer of compensation, but it is hoped that the differences will soon disappear.

A SHIPPING MYSTERY.

London, August 25th. The newspapers give prominence to the the tales of extortion are absolutely devoid | seizure by the authorities of so-called ' mystery ships," two steamers, one at Erith and the other at Barrow. The fittings of the ships are said to suggest that they were intended to carry cargoes of war material. Numerous conjectures are being made as to their intended destination, which, it is gun to destroy aeroplanes. generally believed, is South America. The newspapers are urging consultation (with | feet to an angle of 85 degrees. the South American Republics?).

THE BLACK PERIL.

LONDON, August 26th. The recrudescence of lynching in the during United States, coupled with the "black Cup. strikes. The demonstration was poorly peril" incidents in South Africa, is attractthere was considerable ing attention, according to the Daily one day. Express, of American and British statesmen, who regard this as a grave question.

THE INDIAN CRICKETERS.

London, August 27th. The all-Indian Cricket Team drew with

AMERICAN RAILWAY DISASTER.

London, August 27th.

London, August 27th.

by the derailment of a train on the Le High Valley Railroad between Manchester and New York.

THE WRECKED "FIFESHIRE."

MORE RESCUES.

The Messageries Maritimes steamer Adour reports having picked up a drifting boat in which were a number of the crew and passengers of the Fifethire. On the evening of the wreck the officer said there were three other boats drifting. The Adour searched for three days and rescued another with twenty-seven persons on board in an exhausted condition. The same evening the

JAPANESE CHANGE OF MINISTRY

London, August 27th.

The Times says that though the resigna-Imperialist, but was a Canadian first and tion of Count Katsura was perhaps inevitable, the change in the premiership may be regarded with some anxiety. Count Reuter's correspondent at Ottawa tele- Katsura directed the policy of Japan with graphs that the Canadian electoral campaign conspicuous success, and his successor, has been narrowed down to a straight though possessing many brilliant gifts, lacks

The Times urges the Saionji Ministry, if it wishes to achieve success at the. elections, Sir Wilfrid Laurier will retire if defeated. to devote its energies to financial reform.

THEOUGH REUTER'S AGENCY.

ROUND THE WORLD.

London, 27th August.

Under the auspices of Paris journals at man named Jagers Schmidt has completed a tour round the world in 393 days, which is a record

THE U.S. TARIFF.

London, 27th August.

President Taft, speaking at Seamirton approved the Foreign Minister's intructions | Massachusetts, said that when the Tariff to M. Jules Cambon, French Ambassador Board issued its report on wool and cotton at Berlin, regarding territorial compensation in December he would recommend to Con-

ANOTHER NEGRO LYNCHED IN PENNSYLVANIA.

LONDON, 27th August. The authorities at West Chester, Pennsyl-

The victim while trying to escape was beaten back into the flames with fonce

AUTOMOBILE DISASTER.

London, August 27th.

In an automobile race at Elgin, Illinois, Mr. Buck was travelling at the rate of 65 miles an hour when the car overturned,

The chauffeur was crushed to death and Mr. Buck has also succumbed to the injuries he received.

GUN TO DESTROY AIRSHIPS.

LONDON, August 27th.

A Washington dispatch states that naval experiments have been made with a naval

It proved accurate to a height of 10,000

THE LONGEST DAY'S FLIGHT.

LONDON, August 27th. At Chalons-sur-Marne, Helles flow 750

This is the longest flight made in any

miles in 15 hours, winning the Michelin

GRIMSBY TRAWLERS FOR JAPAN.

London, August 27th. Japanese agents have bought four Grimsby steam trawlers and have engaged Grimsby fishermen to introduce their methods of

MOTOR DISASTER IN ENGLAND.

trawling into Japan.

L'ondon, August 27th.

A motor brake with thirty-three passen-Thirty-one are known to have been killed | gers on board ran away at Consett in Durham and collided with a tree. The motor was smashed to atoms, ten people were killed, and several were injured.

LAWN BOWLS.

A friendly match between Kowloon and Taikoo was played at King's Park on Saturday afternoon and resulted in a win for the home team by the narrow margin of two points.

THE TOKYO-YOKOHAMA CANAL.

A charter has been granted to the Tokyo-Yokohama Canal Company, mooted by Mr. Okada and other promoters, and the prospectus will be issued early next month. The charter is said to cover the first portion of the programme, the cost of which is estimated at 5,000,000 yen. The promoters confidently believe that it is possible to declare a 10 per cent. dividend on completion. The plan comprises a scheme for cutting a canal across Haneda Point and the shore at Kawasaki, extending for 22,700 feet in length. The width of the canal will be 90 feet and it will keep a depth of 8 feet at normal tides. It is predicted that the canal will greatly facilitate junk traffic between the capital and Yokohama by eliminating the dangers of the voyage off Haneda Point.

PREVALENCE OF APPENDICITI

At the sitting of the annual conference of the British Medical Association, in London, on July 28, Dr. Fordon Lloyd, Professor of Surgery in the University of Birmingham, in the course of an address on surgical operations, dealt with the increasing prevalence of appendicitis. The professor estimated that in England and Wales alone 2,276 persons died during last year from this disease and that in the United Kingdom 40,000 operations for appendicitis were performed. With respect to general survical operations Professor Lloyd estimated that 60 ,000 were annually performed by the medical profession. without fee or reward.

Local politics have been fairly interesting in Hongkong during the week. The principal Gymkhana Club was held at Happy Valley on question has been what to do with the surplus | Saturday afternoon. The attendance was not so from the Coronation Celebrations Fund, and aslargeasusual, but this may have been due to the not a few suggestions have been forthcoming. exceptionally warm weather. There were good It is said that in the multitude of counsellors entries for each of the six items on the programthere is wisdom, but the gentleman responsible | me, and in some of the rac's close and exciting for the proverh might have truthfully said that finishes were witnessed. The Pari-Mutuel and there is also a good deal of arrant nonsense. the Cash Sweeps were, as usual, a hive of indus-Powerful appeals have been made on behalf of try, and both paid out some substantial diviseveral worthy objects, and-it-has even been dends. The K.O.Y.L.I. band was in attendance. suggested that the money might be divided pro- and played a pleasing programme of music durportionately between the subscribing communi. ing the afternoon. Only one mishap occurred ties, but my own opinion is that the object for during the meeting, and that was in the Ladie's which the money was subscribed should not be Nomination Race, when Mr. H. Humphreys was overlooked. We celebrated the coronation, but thrown from his pony. He was premptly on we have only a perishable memory of it, and it his feet again, however, and fortunately escaped seems to me that something of public utility injury. Patrons and officials of the Club are: ought to be provided as a parmanent memorial of the historic event. Doubtless the public | Lugard, G.C.M.G., C.B., D.S.O.; His Excelmeeting to be held to consider the disposal of | leney Vice-Admiral Sir A. L. Winsloe, R.N., the surplus will have some ideas on the subject | K.C.B.; C.V.O., C.M.G.; His Excellency One suggestion I have heard that has not been | Major-General C. A. Anderson, C.B.; Commomentioned hitherto in the newspapers, is that ! it should be devoted to the Public Library in the City Hall.

I don't know whether it be the fate of the Sanitary Board that is making the unofficial members of the Legislative Council particularly jealous of their rights, but whatever be the cause they showed on Thursday that they had their own ideas as to the procedure to be observed in dealing with measures presented for legislative enactment. Probably all-of-them are in hearty approval of the Opium Ordinance introduced, but any suggestion of coercion or rushing is distreteful to the unofficial phalanx, and so it is that we had the display of opposition on Thursday which was as instructive as it is nnusual. It was perhaps unfortunate that the Colonial Secretary did not make an explanation of the reasons actuating the Government in wishing the Bill carried through all its stages that day. It would have cut short a few speeches at the fountain head.

Even the fact of adding another meeting to an already long session did not seem to worry the unofficial members, busy men though they be, and apparently they will enjoy another sederunt next Thursday. That should finish the session for perhaps about six weeks; by which time the Council should be summoned; to consider the Estimates. That session should be a short one, as His Excellency will wish to get through all-the legislative work before he Jeaves for the Coronation Durbar at Delhi.

When I made the observation at the beginning of this mouth that August enjoyed a considerable immunity from typhoons I was taken to task by a correspondent who quoted figures to east doubt upon the accuracy of my remark. Well, I am in the happy position of being able to say, "I told you so." With the exception of the signals being hoisted for three or four days prior to the passing of the typhoon which nearly came our way, and for about twelve hours this last week-end, we have not seen the signals at all this month, and it looks as if we are going to enjoy the complete immunity which I sug-

The resourcefulness of the Hongkong police was demonstrated the other day when two Chinese who had been before the Magistrate and were ordered to be placed in the stocks found themselves called upon to carry the stocks in which they were to be exhibited down to the scene of their misdemeauour. Usually_ the stocks are carried by coolies, but on this occasion none were available, and by the time the culprits got down to the level it was safe to assume that they had little dignity left.

At a dinner party last week a Japanese guest sought to ingratiate himself with a neighbour. who hailed from the north of the Tweed by talking about "Scotland farmer very honestand simply." He must have been reading an old book, as that type of man seems to be as extinct as the dodo.

- Have you heard the story of the golf match between St. Andrew and St. Patrick? It appears in an editorial footnote in the Field-a footnote to a letter in which a golfing marvel is related. St. Andrew holed a terrific putt, 70 yards long or more, on the green of the Long Hole Out on his home course, leaving his opponent with a slightly shorter pitch out of the whins for a half. He promptly said, "Now, Pat, none of your blooming miracles!"

The new moon gave those on launch parties an opportunity of turning the loose coins in their pockets, but apparently few of the wishes were-realised at the Gymkhana on Saturday, Surgeon W. H. Hastings' Oil King, 151 lb and there was quite a lot of waste paper as usual. Moonlight picnics are being arranged again, and if the weather remains settled there should be some enjoyable outings during the next seven or eight days.

Hongkong, with its get-rich-quick population. ought to be interested in the wonderful talisman called Kavacha which comes from Calcutta. By wearing it round the neck one will be endowed with immense health and vigour and is sure to get rich within the shortest possible time. Nay, more, if a man wears one of these wonderful talismen, he will be made "happy and blessed and be surrounded by a merry group of children and a beautiful and faithful wife." But that is not all. Its use is guaranteed to bestow upon the wearer success in horse races, litigation and examinations," - all this, for one rupee and four annas. Who would be poor when he can attain affluence by the expenditure of less than a dollar? The ladies, too, are invited to invest if they wish to become "happy, sweetvoiced and the glory of households." To read a notice like the one just before me makes one wonder how many millions of fools there must be in the world.

RODERICK RANDOM.

THE FOURTH GYMKHANA.

The fourth meeting of the Hongkong

Patrons - His Excellency Sir F. J. D. dore J. C. Eyres, R.N.

Committee: - The Stewards of the Hongkong Jockey Club (Ex-Officio), Mesers. H. P. White, H. J. Gedge, Hon. Mr., C. H. Ross, Messrs. C. G. Mackie, G. K. Hall Brutton and Capt. Agg, K.O.Y.L.I.

H. E. Major-General Anderson, Judge; C. G. Mackie and Capt. Hughes, Handicapers; Capt. Agg. Clerk of the Scales; Mr. H. J. Gedge, 1st Starter; Mr. C. G. Mackie, 2nd Starter; Mr. M. S. Sassoon, Time Keeper; Mr. R. F. C. Master, Hon. Sec. and Treasurer. Results of events follow:-

FIVE FURLONGS FLAT RACE .- For Subscription Griffins of any Season which have not won at this Season's Club Gymkhanas and have not run in the Gymkhana Stakes at this Season's Gymkhana. Weight for inches as per scale. Jockeys who have won more than 3 Official Ruces in Hongkong, Shanghai or Tiontsin penalised 5 lbs. Entrance fee \$5 1st Prize: Presented: 2nd Prize \$25. (Entrance fees to go to winner.)

Mr. T. S. Forrest's Alacrity, 154 lb. 5 lb penalty (Mr/Gegg) Mr Hickman's Raffles, 152 lb (Mr David) Captain H. K. Hughes Tickey, 155 lb (Mr. Jervois) Mr M. D. Bishop's Sonny Jim, 152 lb (Mr Soth) Mr Evelyn's Mustard, 155 lb (Mr Lewis) Mr Ellis Kadoorie's Matchless Chief, 155 lb (Mr Master). Surgeon W. H. Hastings' Auchendolly, 152

Seven ponies faced the starter in the first event on the programme, and went away to a poor start. Tickey took the lead and led the field into the straight, but was overhauled in the final stages by Alacrity and Raffles, the former winning the race by a neck, while Raffles defeated Tickey for second place by a couple of lengths. Time-1 min. 19 1/5 secs.

PARI-MUTUEL Winner:

CASH SWEEP.

.... ...Ticket No. 38

lb (Owner).

GIMEHANA STAKES,-Value S100. Distance One Mile. For all China Ponies. Catch weights at 10st 6lbs. Winners of an open race or oren Griffin race or Ponies that have won the aggregate prize in the Gymkhana Stakes in any season 51bs extra. Non-winning Subscription Griffins allowed 5lbs. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5lbs. A Cup called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race-to-carry 5 lbs. extra for each winin subsequent starts for the Race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full Penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd Prize: \$25. (Half entrance fees to go to

Mr H. P. White's Lachine, 149 lb (Mr Master) Messrs Hughes and Jervois' Favonius, 151 lb (Mr Jervois) Mr Hickman's Kerry, 146 lb (Mr David) Mr James' Brushwood Boy, 146 lb (Mr Monk) Mr D. M. Ross' Glengarry, 151 lb, 5 lb penalty (Mr Gegg)

Mr Ellis Kadoorie's Arcadian Chief, 146 lb The flag fell to a good start, Lachine taking the

lead, with Brushwood Boy in second place Passing the golf stand Brushwood Boy was superseded by Glengarry, who followed close in Lachine's wake until the straight was entered Then Favonius and Kerry came to the fore, the former challenging the leader. But his staying power was not sufficient, and Lachine won by about three lengths, while Favonius boat Kerry for second place by a length.

Time-2 min. 08 secs.

Winner:

PARISMUTUEL.

CASH SWEEP.

TENT PEGGING IN SECTIONS OF THREE .-Open to teams, mounted on China Ponies, and composed of any three-Members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition, and at the conclusion of the

Beason a Trophy will be given to the team which scores the highest aggregate of points all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is say, he must continue to him and for no other. To or for improvement o's team, new members team, but in order to win the aggregate Trophy two at least of the Members composing the winning team must have competed in not less than three competitions, Entrance fee 31 each man each Gymkhana.

The Committee of the Gymkhana Club will appoint a Judge who will judge this competi tion throughout the season and whose decision shall be final. ... In the case of illness or absence of any Judge appointed the Committee shall appoint a substitute.

1. Mr. M. H. Logan's team, comprising Messrs. G. C. Moxon and R. F. C. Master, 15

2. Captain Brierley's team, comprising Mesars. Lawder and Bishop, 142 points. 3, K.O.Y.L.I. " A"cteam, 122 points. On previous points scored Captain Brier.

ley's team has still a lead of 23½ points. PARI-MUTUEL.

\$18.33 Winner: CASH SWEEP. 1, Ticket No. 77 \$229.95

THREE-QUARTER MILE FLAT RACE. HAND CAP .- For all China Ponies. Jockeys who. have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entranco fee \$5. First Prize: Presented. 2nd Prize \$25. (Entrance fees to go to

Mr H. P. White's Lachine, 160 lbs (Mr David) Mr. Gedge's The Worm, 158 lb (Mr. Master, Mr D. M. Ross' Glengarry, 165 lb, 5 lb penalty (Mr Gogg) Mr Downham's Chibby, 150 lb (Mr Lewis)

Mr Duddell's Dorando II, 162 lb (Mr-Seth) Glengarry sprang into the lead at the start with The Worm second and Lachine third, Chibby. and Dorando II. being badly left. Glengarry made the pace as far as the village bend, where The Worm drew level, while Lachine lay close behind. Entering the straight The Worm was in the van, but was soon overtaken by Lachine, whose staying powers were not inconvenienced by his previous run, and he won the race with lengths to spare, while The Worm defeated Glengarry by a couple of lengths.

Time-1 min. 33 secs. PARI-MUTUEL, **8** 10.50 Winner:

CASH SWEEP. Ticket No. 58

NOMINATION. THREE FURLONGS Scurnt.—For China Penies, Subscription Griffing of any season and bond fide Ponies certified as such by the Secretary Hongkong Pole Club and which have been regularly played prior to the 9th August, race 71bs. extra. of two races 14lbs, extra and of three or more races 21lbs. extra. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5lbs. Ponies to be nominated by a Lady.

Mr C. J. Aston's James, nominated by Miss Edwards, 157 lb, 5 lb penalty Mr.

Mr. Hickman's Raffles, nominated by Miss Haske, 152 lb (Owner) Mojor W. M. Withycombe's Trocos, nominated by Mrs Withycombe, 152 lb (Owner) Mr M. D. Bishop's Sonny Jim, nominated by, Mrs Bishop, 152 lb (Owner) Mr. H. A. Low's The Ramp, nominated by Miss Shelton Hooper, 152 lb (Mr Jervois) 0

Captain N. Mallinson's Baluchi Chief, nominated by Mrs Hamilton, 154 lb, 2 lb over (Mr Cellis Brown) Mr Evelyn's Mustard, nominated by Mrs. Shellim, 159 lb (Mr. Lewis) Mr H. Humphreys' Seaweed, nominated by

Mrs Humphreys, 159 lb (Owner) The field of nine went away to a good start James taking premier position and never relinquishing it until the race was won. He was challenged by Tregon in the home run, but made good use of his lead, and the latter pony was beaten by Raffles for second place.

Time-44 4/5 secs. PARI-MUTUEL Winner:

CASH SWEEP. 1, Ticket No. 88 2, ONE AND A QUARTER MILE FLAT RACE

HANDICAP.—For all China Ponies. Jockeys who have won 'more than' 3 official races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented. 2nd Prize: \$25. (Entrance fees to go to winner.)

Mr James' Brushwood Boy, 155lb (Mr Mr Hickman's Kerry; 1481b (Mr David) Surgeon W. H. Hastings' Oil King, 154lb Mr D. M. Moss' Tomahawk, 160lb, 51b

penalty (Mr Gegg) An excellent race was witnessed between the four starters in this event. With the fall of the flag Tomahawk took the lead, but was soon passed by Bushwood Boy, who was in the van passing the stand for the first time, Tomahawk being second, Kerry third and Oil King fourth The order was the same until the rock was neared, when Tomshawk again went to the front and the field closed. Brushwood Boy led the way into the straight where he was challenged by Kerry, but failed by hilf length to make good. Hatt a length separated the second pony and Oil King, who ran third.

Time - 2 min. 451 5 secs. \$26,40.

> CASH SWEEP. 133.22 66.60

CANTON.

----(FROM OUR OWN CORRESPONDENT.) August 25th.

THE NEW TARTAR GENERAL. -

The newly appointed Tartar General, Fung Shan, is evidently going to act on the principle of the new broom that sweeps clean. He has compete for the team first selected by expressed his intention of bringing with him Pro- his own military officers and of entirely vide for sickness, absence from the Colony, remodelling the Canton Manchu Guards. For this purpose he has applied to the Board of War may from time to time be introduced into a for a very considerable sum of money. The Board has replied that while thoroughly in sympathy with the General's aims, no money can possibly be spared and he is advised to apply to the Kwingtung Provincial Tressury for the requisite funds. He is not likely to get any money from that source, as the Treasury is in very straitened circumstances and can barely provide enough money to meet current expenses. It looks therefore as though the Manchu guards will have to remain as they are for some time unless a special tax-is levied. The government is not likely to take such a step, however, for in the present state of unrest existing here the imposition of such a tax would prove a highly dangerous proceeding.

> THE VICEROY. -It is reported here that the Cantonese in Peking are preparing to denounce. Vicercy Chang to the throne on account of his attitude toward the Macao boundary question. He is considered to have shown a lack of ability and energy in dealing with this matter, which charge put into plain words possibly means that the Cantonese think he is not sufficiently anti-foreign to suit their hot-headed designs. For the last two weeks somewhat disquieting rumours have been heard regarding China and the Portuguese Settlement, and so far as I can hear most of the natives think that an_attack_on_the_Settlement_will_be_made_in the near future. It appears that a good many troops have been sent into the Heung Shan District lately, and this movement has been construed to mean preparation for an attack, whereas it is most probably a wise precaution to keep the turbulent Houng Shan-ites from doing. some rash action that would in all likelihood lead to serious results. The less rabid of the Cantonese praise the Vicercy for his care in suppressing anything like a bostile demonstration against the Portuguese, but it is not to be denied that the presence of the Lusitanians in Macao is the thorn in the flesh to the Cantonese. and the sooner the vexed question of the boundary is settled the better for both parties.

THE LOTTERY MONOPOLIST. So Ping Shu, the late lettery monopolist, has been in prison for a very considerable time owing to his inability to pay the Government the money he owes to the Treasury. Lately he has been sending petitions to all the high officials praying for his release, and, in consequence Polo | the Vicercy has instructed the Treasurer, the Education Commissions and the Taotai of Industries to review the evidence against the 1911. Catch weights 152lbs. Winners of prisoner and to report their opinion as to races including races on off day and at all whether he ought or ought not be released. The money owing to the Treasury due to this man's mismanagement is said to be well over million dollars, and he is also indebted to the Tai Te'ing Bank for a large sum,

TO CHECK CLAN-FIGHTING. As all residents of this province know, one of the greatest evils existing therein is the continuous clan-fighting that prevails throughout the whole of Kwong Tung. Many of these feuds are generations old, and the authorities seem quite powerless to stop this interpecine strife, although from time to time severe punishments have been imposed on the offenders. The cause of the trouble is usually wells, water courses and right of way across fields, and these feuds are the means of many lives being lost annually. A most sensible suggestion has been made by the committee of the Fong Pin Hospital, and that is, that a Conciliation Board should be formed to whom all disputes between the various clans should be submitted for arbitration. It is likely that very much good might be done in this way, if only the clans could be persuaded to use this means of settling their differences, but it is doubtful if they would. It must be remembered that the Kwong Tung villager is very different from his towndwelling compatriot. He is far behind him in civilisation, and the primeval passions of mankind are very strong within him, and, this being the case, he would most likely prefer to fight than adjust his differences by any other method. The pity is that the Government does not take this great evil more seriously in hand, but the fact of the matter is that the authorities are unable to wield any extensive power outside

the walls of Canton. THE BAILWAY QUESTION. Although not quite so much in the public mind as before, the railway nationalization question still occupies the attention of many. will be remembered that the proposal of Gov ernment is to refund to shareholders sixty per cent, of their holdings at once and the remaining forty per cent. to be redeemed (without interest) some time in the future. The Board of Communications sent one of its members, a man named Lung, a native of Shun Tak, to make enquiries regarding public opinion here. Lung reported to the effect that the remaining forty per cent. ought to be repaid by regular instalments together with reasonable interest within the next four years. The Board considers the proposal inadvisable and accuses Deputy Lung of trying to show favouritism to his fellow provincials.

QUEUELESS MEN ARRESTED. The following shows that queueless persons are still held in great suspicion by the authorities. A day or two ago a man engaged in house numbering near the temporary residence Admiral Li reported that in one house several

young queueless men were living and that the house contained no female inmates. Police were sent to the house and the young men were all arrested. A brother of one of them who came to offer bail was also arrested. Up to the time of writing no trial has been given these men and it would appear that the only cause for their arrest was the fact that they | Africa, says a Central News message from were minus the national "tail." proceedings like these that show very plainly the fear under which the officials are at present

SERIOUS FLOODS.

-News comes from all districts near the river of abnormal rises in the height of the water. In is still raising. In Canton itself many of the lions streets are flooded at high tide to a depth two feet, and vesterday unless one was in a chair it was impossible to get from Sha Kei into the Western Suburbs and the river was within a few inches of the top of the embankment. Most of the sewers under the streets are choked and useless and so the water has no chance to run off. but, of course, nothing is ever done to remedy this wretched state of affairs.

THE PHILLIPINES AND RUBBER CULTIVATION.

The proposal made in the Manila Merchants Association to defray the expenses of Mr. A. W. Prantch while on a trip to the United States for the purpose of interesting capital in Philip pine rubber and eccount planting is a move the right direction, says the Cablenews. several months past a few individuals here have been agitating the question of rubber planting in the Islands. Considerable data has been in one wav together another concerning the industry the feasibility of introducing it here. Enough investigation by experts from various bureaux of the government and by private individuals who know somewhat of rubber culture has satisfactorily determined that othe Islands are well suited for subber culture and that the country offers great opportunity for those interested in growing rubber. The time has now come when some definite step should be taken toward inducing capital to come to the Islands and invest in rubber. Every year that goes by without planting delays that much longer the revenues and increase of commerce

the Islands might enjoy from a well developed rubber industry. Mr. A. W. Prantch has made a notable crusade in behalf of the rubber propaganda. He has given his time unstintedly to investigation and experimentation in the interest of the rubber industry here, and is perhaps better equipped than any other man in the Islands to make an appeal on this question to capitalists in the United States who would be likely to invest in the industry if the facts and conditions were properly put to them by someone who knew what he was talking about. Mr. Frautch has made an exhaustive study of the rubber industry in the British possessions on the Asiatio coast by personal inspection and of rubber plantings elsewhere through pamphlets, and other publications. He has also engaged to some extent in rubber planting in the Philippines, and has made a survey of the most parts of the archipelage, with a view to locating rubber plantations, and is prepared to present the opportunities to be found here in a practical, businesslike way. We predict that, if the proposition to have him go to the United States is carried out, the result will be the immediate investment of American capital in the

planting of rubber in the Philippines. But this is only a part of the good that Mr. Prantch can do the country if he is sent on the proposed mission. He can go prepared to preent the coccanut industry as well as many others, and to correct the vast amount of misinformation about the Islands that has been sowed broadcast in the United States in past years. The proposition to send Mr. Prantch to the States in the interest of the rubber planting propaganda will be a definite side move in the much discussed boosting campaign. We hope that the necessary arrangements can be made for carrying out this scheme, and also that things will soon begin to move in the matter of the larger promotion plan outlined by the Governor-General, in his recent speech, and advocated by President Springer of the Merchants' Association.

CHIEF SECRETARYSHIP OF THE FEDERATED MALAY STATES.

It is officially notified that the Secretary of State for the Colonies has approved the appointment of Mr. E. L. Brockman, C.M.G., to be Chief Secretary to Government F.M.S., in succession to Sir Arthur Young, K.C M.G.

Mr. Brockman was appointed acting Governor on the departure of Sir John Anderson in April, his substantive appointment being Colonial Secretary, which he assumed in February last. Consequently the change will involve the appointment of another Colonial Secretary, the duties at present being carried out by the Hon. A. H. Lemon. Mr. Brockman has twenty-five years' service to his credit, having been appointed a cadet in 1886. He arrived in Singapore the following year, since when he has held numerous offices in the Straits and F.M.S. services, including the acting Resident-Generalship; acting British Resident, and British Resident, Pahang: British Resident, Negri Sembilan; Colonial Secretary, Straits Settlements; and Acting Governor He has been attached to various departments in the Dindings, Bakit Mertajam, Penang, Kuala Lumpur and Singapore.

MILITARY PREPARATIONS IN MANCHURIA.

The Chirese army is now spoken of as sixty Divisions. We presume that this means three Divisions each for the eighteen provinces of China proper and two Divisions each for the Three Eastern Provinces, that is to say, Manchuria. Vicercy Chao is reported to have memorialized the Throne for the addition of one Brigade to the troops having their head-quarters at Kirin, and one Brigade to the forces garrisoning the country between Harbin and Yunsan. So far as the Viceroy's programme is concerned it is evident that he has in mind the protection of the Mongolian and Korean frontiers, but it is very interesting to find that his programme speaks of sixty Divisions as though that figure were definitely fixed. The Chinese, contrary to their custom, have hitherto succeeded in observing strict secrecy with regard to the constitution of the units of their new army, but it may be assumed that the present Minister of War is faithful to German models. At all events it will be no exaggeration to estimate the strength of a Division on a war footing at 20,000 men of all arms, which would give about a million and a quarter for sixty Divisions. With such a force China would rise at once from military insignificance to a position of a great belligerent Power. It is impossible to underrate the significance of of this programme, or to doubt that it is directed equally against Russia and Japan .- Japan Mail

STORY OF LION SHOOTING.

The remarkable feat of killing seven lions and wounding two others with ten shots fired within ten minutes is causing considerable excitement among sportsmen in British East Mombassa. This was the achievement of a young Dutchman, Mr. Postma, the son of a clergyman of the Transvanl Reformed Church, and who is only 21 years of age.

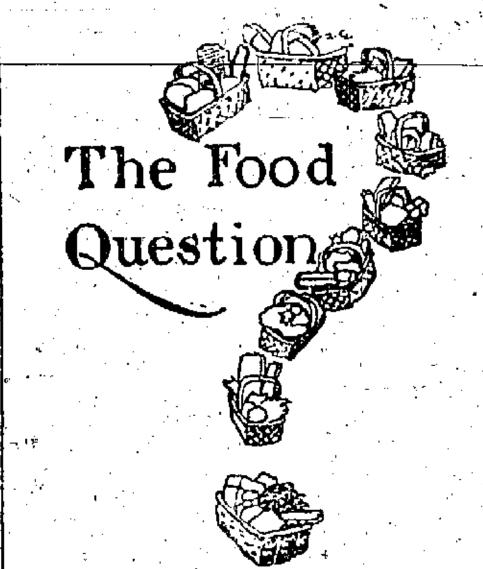
Young Postma had been sent by Mr. Russell Bowker, of Kedong Valley, with a wagon and oxen into the Guasno Nyiro district. He was accompanied by two natives. At dawn Postma and the wagon reached a little stream known as Kwong Sai the Si-kiang is said to be higher | Deep Dale. No sconer had the exen been than it has been for fifteen years and the river | turned loose than they were attacked by nine

Postma jumped on to the waron, caught up his rifle, and opened fire on the beasts, which had already killed one of the oxen. Less than ten minutes later three lions and four lionesses lay dead on the ground, the nearest but 14 yards away. The remaining two, badly wounded, had

CHANNEL SWIMMER'S BAD LUCK.

Jabez Wolffe, the Glasgow swimmer, who left Sangatte on the morning of July 21 in an attempt to swim the Channel, had to give up just before midnight when within a mile of St. Margaret's Bay. He had made a magnificent struggle for 15 hours, and his bad luck was due to adverse tides. The latter part of the swinwas illuminated by searchlights from Dover. This was Wolffe's 20th attempt, and was made on the 20th anniversary of Capt. Webb's great feat. The Glasgow man's nearest approach to success was on August 5, 1907, when, after 151 hours in the water, he had to give up less than three-quarters of a mile from the French shore.

INTIMATIONS



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"VORWAERTS," Capt. Dannecker, will be despatched as above on WEDNESDAY, 27th Sept. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freigh apply to

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THE ESTATE OF the late Mr. CHOA CHUNG HOWE, Deceased.

NOTICE IS HEREBY, GIVEN that Creditors of the above Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors, failing to send in their Claims in time, do so at COAL DEPARTMENT CODOWNS, 95 and 96, Prays East. CHOA CHOO MOON.

Agent for CHOA LIM SZE, Administratrix of the above Estate. No. 36, D'Aguilar Street, Hongkong. Hongkong, 21st August, 1911.

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INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the ROYAL HONGKONG GOLF CLUB will be held at the Club House, Happy Valley, at 6.30 p.m. on WEDNESDAY, the 30th August, 1911, for the purpose of considering and (if thought fit) passing the following Resolution, viz.:— That the Committee be and they are hereby authorised to raise a sum of money as may be decided upon and for the purpose of securing the same to issue debentures bearing interest at per cent. per annum and charged upon the undertaking and general assets of the Company, to be in such form and to contain such provisions

as the Committee may deem expedient.

Dated this 19th day of August, 1911. By Order, G. CLOSE, LT. Col., R.E., Hon. Secretary.

CONCERT

Hongkong, 22nd August, 1911.

GRAND PROMENADE CHARITY CONCERT, on behalf of the family of the late Private W. F. TAYLOR, Infantry Company, Hongkong Volunteer Corps, will be held on the Volunteer Parade Ground, on SATURDAY, the 2nd September, 1911, at If wet the Concert will be held in the Drill

Tickets \$2 and \$1 can be obtained from Messrs. Kelly & Walsh, or from Volunteer HEADQUARTERS.

By kind permission of Lieut.-Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.Y.L.I. will attend. " Hongkong, 15th August, 1911.

CORONATION FUND SURPLUS.

MEETING of Subscribers to above Fund will be held in the Committee Rooms at the Supreme Court on TUESDAY, 5th Septembor, at 5.15 P.M. F. T. PIGGOTT,

Chairman. General Committee. Hongkong, 26th August, 1911.

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AUCTION



PUBLIC AUCTION.

DARTICULARS and CONDITIONS of HEAD OFFICE: 60 Wall Street, New York. the letting by Public Auction Sale, to LONDON OFFICE: 36 Bishopsgate.
be held THIS DAY (MONDAY), the 28th day of August, 1911, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN-LAND at Conduit Road, THE CAPITAL & COUNTIES BANK, LIMITED. in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further

term of 75 years. PARTICULARS OF THE LOT.

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GEORGE HOGG, Manager, No. 9, Queen's Road, Central Hongkong, 21st February, 1911.

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Hongkong, 1st May, 1911.

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No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th mst. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 9.3) A.M. All Claims must reach us before the 1st Sept., or they will not be recognized. -No Fire Insurance will be effected

Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD, MELCHERS & Co.,

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Undersigned. NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

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FROM EUROPE.

Hongkong, 22nd August, 1911.

THE "HANSA" Steamship

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Optional Cargo will be carried on unless

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Hongkong Office.

NOTICE TO CONSIGNEES.

Hongkong, 25th August, 1911.

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Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowlöon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark LTD., Messrs. Brewer & Co., or from the and delivery can be obtained as soon as the

Optional Goods will be landed here unless

instructions are given to the contrary within

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's Surveyors. Messrs. GODDARD & Douglas, at 10 A.M. on Mondays and Thurs-DAYS. All Claims must be presented within ten

days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT. Superintendent.

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Hougkong, 25th August, 1911.

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| 2s Consolidated Malay 32.6 36.3 | Mining: — Rand Australian £1 \$2 Chinese Eng. & Min. £1 Fis. 141, sales | h I |
| £1 Damansara 100s 112s6 1 Damansara 22s 26s 2s Edinburgh 7s101 9s | S'hni Investment T50 Tls. 891, buyers H'kong Investment \$100 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | t |
| £1 Federated Selanger 1908 2108 28 Galang Besar 383 486 | Hamphroys' Estate 110 \$63, buyers Weiheiwei | t |
| 1 Golden Hope 75s 85s 7s3 8s10½ | Auglo-French T100 Tlg. 921, buyers. | 1 |
| 1 Harpenden 1703 18786 2s Heawood 485 486 C1 Highlands & Lowlands 7786 8283 | Plantations:— Alma Estates, Ld Ayer Tawah Rubber Plantation Co. Ld T1s. 71, sellers T21 T1s. 91 | |
| 1 Inch Kenneth 180s 197s6 2s Jusin 1s 1s22 | Chempedak | |
| £1 Johers R. Lands 10s.pd 6s 10s6 pm 1 Juru 1s0 13s 2s Kampong Kwantang 9s6 11s3 | Kalumpong Rubber 21 Tls. 12, sellers K. Java Pation, Ld. Tls. 4 Senawang Riber T5 Tls. 26, sellers | |
| 2s Kamuning 1s-pd 2s6 3s pm 2s f.pd 4s6 5s3 | | |
| 1 Kepitigalla 10s 12s x div £1 Kepong 111s3 125s c div | Cottons, etc:— Tis. 80, sales | - |
| 28 Kota Tinggi 1810 283 £1 Kuala Lumpur 11889 12183 | Internationals T75 T13 424, sales Laou Kung Mow T100 Tis. 61 | |
| 21 Lanadron 601 703 ———————————————————————————————————— | Shanghai Cotton T50 Tis. 54 | |
| 1 12s6 pd. 20s 28s3 pn 2s Linggi Ord. 38s75 40s105 2s London Asiatic 9s6 10s | A. Butler Cement, T50 ± T1s, 23, buyers | |
| £1 Lum t 16s-pd 8s9 12s pp 1 Maincea 75 % Pref 160s 175s 1 Ord 168s9 181s3 | Anglo-Ger. Browery \$100 Tls, 21, buyers China Flour Mill Too Tls, 21, buyers | |
| 2s Merlimau 3s 5s4 2s Options ls 1s6 | A Latinard | |
| £1 Mount Austin 26:3 37 x di 1 N/Hummock 16:6 pd. 48: 60:8 pm 2: Padang Jawa 2-3 2:8 | Maatschappij, &c., Gs.10 Tls. 88, buyers | 1 |
| 2s Pataling | 1111 - ME ILMMO | |
| £1 Permas 1859 228 2s Port Dickson s6 pd. par s4½ pr | Shanghai Electric 210 Tls, 514, buyers | : |
| 1 Rembia Pref 21s 24s 1 R. Est of Johore 15s pd 25s 30s6 2s R. Est of Krian 2s8 2s10½ | Slianghai Electric & \$25 | |
| £1 R. Invest Trust 10s pd. 6s7½ 7s7½ Pr 1 Sagga 200s 222s | | |
| 1 Sapong 25s 27s 1 Seafield 88s9 98s9 2s Selangon 38s 41s9 | Hall & Holtz \$20 \$18½, sollers. | |
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| 1 Sungei Way 95s 101e3 1 Tanjong Malim 12s6 pd. 2s dis par 1 Tangkah Pref 15s 20s | BEKANNTMACHUNG. | |
| 1 Tebrau 4889 548 £1 Tremelbye 888 97e | DIE amtlichen Bekanntmachungen de Kaiserlich Deutschen Konsulats i | 11 78 |
| 1 United Sun Betong 22s 25/ 2s United Sumatra 6s75 7s6 | Canton werden während des Jahres 1911 in OSTASIATISCHEN LLOYD, der CANTON WEEKL NEWS-und nach Bedarf auch in der Honokon | Y |
| 2s United Temisang 1s3 pd. '-87 diss3 d 2s Val d' Or 1s10 2s3 2s Vallambrosa 27s 28s6 x d' | TAISERLICH DEUTSCHE | S |
| 2s Yam Seng 7:3 8:6 S1 Alor Gajah \$1.40 1.50 10 Aver Hitani 34.00 36.00 | Canton, 15, Dezember, 1910 [1403- | |
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| 1 Bukit K. B 0.55 0.65 10 Changkat Serdans 4.30 4.60 | IE Bekanntmachungen aus dem genihie Handelsregister, sowie andere gesetzlic m vorgeschriebene Veroeffentlichungen werden in | :h |
| 10 Cherss, \$8 pd 2.50 3.00p £1 Duff 2.75 3.25 \$1 Glenealy 1.25 1.30 | Jahre 1911 durch. | |
| 5 Haytor 6.00 7.25 10 Henrietta, \$8 pd 1 00 dis. par 10 Indragiri 5.00 6.0 | | • |
| 1 Jimah 0.22 0.25 5 Kolomak, \$4 pd 3.00 dis 2.75 d | orfolgen. | 1 S: |
| 5 Kempas 2.40 2.50 5 Lunas 1 00 1.35 1 Malaka Pinda 0.47 0.52 | Swatan, den 21. Dezember 1910. [1424] | |
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"WITH DOG AND GUN IN THE NEW TERRITORY."

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A CASE OF OVER-INSURANCE.

has contained more interesting matter for marine in the case of the Gunford. The hearing was an appeal from a decision of the Court of

and underwriters. was carried to Westminster, and now the under--writers, of whom very active representatives appear to have been those of the Thames and Mersey Company, are in the happy position of receiving a judgment in their favour.

At first sight underwriters may feel a little surprised at some of the argumentsdelivered. They won neither on the question of concealment of material facts as to the captain, nor on the question of unseaworthiness, but they did win on the point of concealment of excessive insurance. It was stated that the actual value of the hull was £9,000, and that the freight to be earned was about £5,000, of which half had been paid in advance and was not at risk, so that it was easy to account for £11,500. The insurance effected on the hull amounted to £19,000, but it should be noted that underwriters accepted this valuation with their eyes open, and therefore would scarcely expect sympathy if they had to pay away this amount in a total loss claim. In addition £5,500 was effected on freight, though only less than half that amount appears to have been at risk; £4,600 was placed on disbursements:" another £6,500 was effected by the manager; and on the master's effects £200, bringing the total insurances up to £35,800. The insurances on dishursements were effected P.P.I., "that is to say, "without further proof of interest than the policy itself."

Hitherto it has not been customary for brokers to disclose to underwriters on hull moral of the present judgment seems to be , that where the insurances so effected excessive disclosure must be made. There has been a crop lately of Board of Trade inquiries. and in several of them the Court has referred in severe language to over-insurance; in some cases underwriters no doubt were aware that the values on the hull were excessive and took the risk, charging a high premium which they deemed sufficient to cover all contingencies. It is, of course, greatly to the interest of underwriters that owners should not be placed in the anomalous position of standing to gain by the loss of a vessel, and the judgment showing that concealment of excessive insurance clearing the air. In the past when losses under peculiar circumstances occurred and insurances were heavy underwriters might well claim that they were innocent parties, but in future all the trump cards are to be laid on the table, and it will be for them to decide if the conditions of the game are fair .- The Times.

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THE "GUNFORD." JUDGMENT.

Probably no judgment given of recent years underwriters than that of the House of Lords Bession, Scotland, which at the time sroused a good deal of comment, because it was claimed that the decision, if upheld, would prove prejudicial to the best interests of both shipowners

Briefly, the ship Gunford was wrocked on the Brazilian coast in 1907, while bound from Hamburg to Santa Rosalia, and as the result of a Board of Trade inquiry the master's certificate was suspended for twelve months, and the Court considered that the insurances were excessive. A large proportion of the underwriters denied liability, and pleaded inter alia that there was concealment by the assured of the following material facts-namely, that a captain had been appointed who had not been to sen for 22 years and had had his certificate suspended for six months for losing his last ship; that the ship consequently was unseaworthy; and that in addition to insuring a vessel not worth £10,000 for the sum of £18,500, the assured had effected honour or disbursement nolicies for £11,000, so that a loss would be highly advantageous to him. A prominent London underwriter gave evidence on behalf of the Institute of London Underwriters that the facts not disclosed were material, but the Judge held that the assured was not bound to the assured. So strongly did the whole London market feel on the subject that the underwriters of 17 leading companies signed a declaration that in their opinion the facts alleged to Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, have been concealed were "very material facts which would influence an underwriter in deciding whether he would accept the risk at all, or, if he did accept the risk, in accepting it at an increased rate." From Edinburgh the case

CONCEALMENT OF EXCESSIVE INSURANCE.

CENTENARY.

The Thackeray Centenary roused Calcutta to the pride of possession, and the Thackeray Diuner, writes a correspondent, was quite au event, the Chief Justice of Bengal being in the chair and the Acting Lieutenant-Governor of Bengal the guest of the evening. The happy possessors of the menu cards are clinging to them as valuable souvenirs and they are cards worthy of the occasion. They were designed by Mr. F. A. Scallon of the Geological Survey of India, the centre having a bust of Thackeray surrounded by a wreath of laurels, and in each corner a sketch taken from KAISERLICH DEUTSCHES one of Thackeray's books. At the Calcutta Dinner the Chief Justice of Bengal was in the chair, while in London at the Thackeray Dinner given by the Titmarsh Club to the Brethren of the Charterhouse the Lord Chief Justice of England was to be the guest of the evening.

A bust of Thackeray has arrived in Calcutta and was on view at the house of Mr. Justice Stephen before being removed to the Museum, to the Victoria Memorial Room. It is a life-like IIE amtlichen Veröffentlichungen des bust: instead of the closed lids one associates with marble the eyes are wide open, and have a strangely alive and luminious look most unusual in statuary.

It is peculiarly appropriate that on the eve of the Centenary two new Thackeray manuscripts, should be brought to light and that one of them should be called Cockney Travels. Calcutta may claim Thackeray but he is not really "in the picture": though born so many leagues from the sound of Bow Bells he will always be a cockney of cockneys. Probably nine-tenths of the readers and lovers of Thackeray if asked where he was born would say unhesitatingly London-not Calcutta: and if asked with which place one associated him one would instinctively say the Charterhouse. The school, it is true, is no longer in London, but the Charterhouse of the Brothers is still left, a most perfect oasis of peace and rest in the heart of busy Loudon and a more fitting place for the spirit of Thackeray to haunt than Calcutta. As one enters the gates of the Charterhouse one seems to go back through the years away from the turmoil of this 20th century, and as one sits under the old mulberry tree on the lawn-one almost involuntarily looks round for Thackeray, forgetting that he, like Colonel Newcome, has said his last

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Nanshan, transport, 1,577 tons, W.D. Parlesux

New Orleans, cruiser, 3,430 tons, Comdr. Roger

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Paragusy, gunboat, Eusign Roy L. Lowman

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Saint-Jacques

Commander de la Roche Keraudraon,

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Atlas, admiralty tug. 615 tons, 1,400 i.b.p., Master S. West, Hongkong, di close them, and gave judgment in favour of Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington Shanghai. Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Yangtaze.

f.d., Comdr. H. Lynes, Hongkong. Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong. Olio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Hongkong. Fame, torpedo-boat destroyer, 340 tons,

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Captain George P. E. Hunt, D.S.O., Weihaiwei. the total amount effected P.P.I., but the Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward, R.N., Yangteze. Otter, torpedo-boat destroyer, 385 tons, 6 guns

6,300 i.h.p., Comdr. Lambe, Weihaiwei. Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, Hong-Rosario, depot ship for Submarines, 980 tons,

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h.p., Lieut.-Comdr. E. J. J. Southby, West River. Snipe, river gunboat, 85 tons, 2 guns 240 h.p. Lt. Comdr. Maurice B. Leslie, Yangtsze. does vitiate a policy ought to do much good by | Taku, torpedo boat destroyer, 305 tous, i.h.p. 6.000. Gunner E. J. Trillo, R.N., Hongkong -

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PLAN OF FOREIGS SETTLEMENTS, TIERTSIS PLAN OF TRINGTAU (KIAOCHAU) PLAN OF FOREIGN CONCESSION, SHANGHAI PLAN'OF HONGKEW (SHANGHAI) with Innet Showing the Extended Settlement LARGE PLAN OF THE CITY OF VICTORIA PLAN OF NEW TERRITORY (KOWLOOM)

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REGULAR FORTNIGHTLY SERVICE BETWEEN

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| THANOEK | JAVA, | .—Second half of Sept. | JAPAN | Second-half of Sept. |
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AVERAGE MARKET PRICES. August 24th, 1911 The Prices pre given in Dollar Cents. BUTCHER MEAT.

內別類尾 Met Lung Pà Yuk—Beet, airlein and prime out lb. 20 Ham Ngau Yok-Corned Beef , Shiu Ngau Yok-Roast Beef... .. # Ngau Nam-Breast of Beef ... " Tong Yok-Beel for soup NA Ngau Yok Pa-Beef Steak..... " MA Ngau Yok Ch'ong-Sausages " Ngau No-Bullook's Brains set my Ngau Lao-Beef Steak, Sirloin lb. 30 14 Ngau Le-Bullook's Tongue.

MAR Ham Ngau Le .. corned 60 Ngau Tau Bullock's Head 本 Ngau Sam— Heart... ib. 12 用件 Ham Ngau Kin—Beef Hump, Ngau Kök-Bullock's Feet ... each

Ngau Iu-Bullook's Kidney ... Ngau Mei-Bullock's Tail 1 4 Ngau Kon-Bullock's Liver ... lb. 12 H4 Ngau T'0-Bullock's Tripe. Tau Kok-Calve's

hend and Feet.....set \$1.00 普篇章 Yong Pai Kwat-Mutton Chop lb. 22 Ha Yong Pe-Leg of Mutton..... Yong Shau-Mutton Shoulder " Yong Tau-Sheep's Head&feet set 50 Youg Sam-Sheep's Heart each 6 Yang Iu-Sheep's Kidneys ... each 9 FA Ying Kon-Sheep's Liver ... 1b. 24 Mill Chu Kök-Pig's Feet each 12 Chu No-Pig Brainsper set 24 ma Chi Tshp—Pig's Fry ib. 25 Cha T'au-Pig's Head 15 Chū Iu-Pig's Kidneypair 9 骨牌器 Chu P'si Kwat-Pork Chop ... lb. 20 心情 Chu Sam—Pig's Heart , 13 斯精 Chu Kon-Pig's Liver , 30

GAN Chu Taai-Sucking Pigs (to 神会 Shang Ngau Yau—Beef Suet , 20-神会生 Shang Yong Yau—Mutton Su-t , 22 Ngau Tsai-Veal 20 Ngau LapCh'eng—BeefSausage , 20 Ngau Chai Yuk Ch'ong-Veal ., ,, 20 存置 Kai Tsai-Chicken 28

Sin Kai-Capons 30 植弃 Pan Kau—Doves each 電水规律 Sang Sheng Shot Ap— Wild Duck pair --18 Ap-Ducks 1b., 18

Will Kai Tan-Hen's Eggsdoz 21 Kai-Fowl, Canton b 34 路內海 Hoi Nam Kai—Fowls, Hainan , 27-🛣 Ngba-Geose..... 22 的野海上 Shiring Hoi Ya Ngon-Guese, Shanohaipa ir --西水海上 Wild Duck Shanghai......prir — A Pak Kol. Pigeons Canton each 30 Hoihow , 24 Om Ch'un-Quail 存載 To Tsai—Hare Bu Shan Kai-Pheasant

the Cha Ku-Partridgeeach 10 電花禾 Wo Fá Taök—Rice Birds ... doz. — MD Sa Ts'ci-Snipe.....each 22 唱水 Shou Ap—leal..... 公路大 Fo Kai Kung-Turkeys, Cock lb. 60 田路人 Fo Kai Mo-Turkeys, Hen 42 魚加 Kai Yu—Barbel , 11 ■本流 Tam Shou Yū—Canton Fresh water Fish 魚鯛 Le Yu-Carp....... Man Yu-Codflah

Hai-Crabs 魚岳 Mak Yu—Cuttle Fish....... 學是數 Wong Mei Lun-Dace , 12 Hoi Sin-Eels, Conger ,, 17 語水流 Tam Shui Sin-Eels, Fresh 盤當 Wong Sin-Eals, Yellow , 28 Tin Kai-Frogs 24 Tso Pak Yu—Herrings , 20

Shi Yu-Mackerol ,. 24 Me Mong Yu-Mong Fish , 28 Shang H6-Oysters A A Kai Kung Yu-Parrot Fish ... ,, 16 Hau Tez Yd-Pike 全点 Pak Ch'ong—Pomfrot, White. ,, 32 全点 Hak Ch'ong— ,, Black... ,, 21 **沙尼**登 Pi Pa Sa—Ray...... 公物石 Sik Kau Kung -Rock Fish ... , A Chun Yu-Reach....

魔友縣 Ma Yau Yü—Salmon, Canton , 36 A Shang Yu-Salmon, Fresh Water,, Kök Yü-Turtles, small, fresh-

Pak Bit Yu-White Bait -●中山会 Kam Shan Ping Ko-Apples California , 20 整字数天 Tin T'sun Pin Ko—Apples, C'foo, 10 🕱🔀 lloi Tong—Apples, amali, C'foo " —

表證 Fan Chi-Apples, Custard, 1:800b.... 像平木目 Yat' Pun Ping Ko-Apples, 或者以名 Shang Sheng Heung Tsiuanance, fragrant, Canton ...

Mail Soang Houng Tsiu-Bananas brides, Macao MS Fung Lut-Chostnuts, Chin 300 ... Fig Ye Tez-Cocoanuts..... each 10 等基葡 P's Tai Tsz-Grapes... 1et ql. lb. 15 Ning Mong-Lemons, Chinese ,, 6 Man Sin Lingmon-Lemon,

数图 Lai Chi-Liches, Freshis 数检查 Lai Chi Kon-Lichees, Small ,, 20 Ning Mong-Lemons,-Saigon .. 10 世界目 Lui Sung Mong—Mango, M'la each— 世界安 On Nam Mong—Mango, Saigon ...— 子竹山Shan Chuk Tsz—Mangosteens, ...—

American....each

American..... per lb. Sai Kwa-Water Melons China . 3 股份 Heung Kwa - Musk Melon American.....each -Passion Fruit, American ... lb, -整台 Pak Lain—Olives R Ch'ang-Oranges, Sweet 在形式 Chiu Chau Chang - Orange,

the Sa Kat- " Small " At Tim Kat- , Mandarin , --B L Shanghai Li-Peare American Sa Li—Pears Canton 6 Hung Li-Plums' Swatow. Sin Tsi-Pears, Cooking Canton-Hung Tai-Persiminons large , 10

Pun Ti Po Lo—Pine apple..... , 10

東跨萬大 Papaw 1st qualityeach — 整波 Pineapple Cooking only...2nd 灣大 Tai Taiu—Plantains 植物 Luk Yau -- Pumelo, Amoy ... each --精潮通 Chim Lo-Luk Yau—Pumelo, Saim , 18 株盒 San Hop To—Walnuts, Fresh lb. 20 概念 Hop To—Walauts, Green Shanghai Lo Kwat

VEGETABLES, &C. 情治了海上 Shanghai Ya Chi Chuk-Artichokse, Shanghai And Loong Soo Ts'oi-Aspsingus...doz -Thuk Shun-Bamboo Shoots ... ib. 改享 Ngi Tsdi—Boans, Sprout ,, Broad Pin Tau- French, S'hai Macao (French) Mar Hung Tau Te'oi Sho Beetroot 多文 Kau Sun—Cano......

据會 Tsing Ko—Brinjals Green:... **延元 Yuen Ko—** Red... HB Pak Ts'oi-Brassica 英芥 Kai Ts'oi-Cabbage Cuinese 委并涉上 S'hai Kai Ta'oi—, Shanghai 14 Kam Shun-Carrots 花类湖 Yo Ta'oi Fa—Cauliflower..... each— 在菜椰大 Tai Yo Ta'oi Fa- Large Size .. -在本语中 Chung Yo'Ta'ol Fa-Cauliflower ,, -秦戸 Can Te'oi-Celery, China lb,

東戸舞 Young Can Ts'oi—Colory, Eng. ... Fu Kwa-Bittor Squash 数独述 Kon Lat Chiu-Chilies Dried 超記會 Tsing Lat Taiu—Chilias, Graon 数花紅 Hung Fa Tsiu-Chilies, Red ... , 10 及曾 Ts'ing Kwa—Cucumbors - 森材風加 Kā Li Ts'oi Liu—Curry Stair. 🔩 Shuon Tau-Garlie.....

器量 Lo Koung— linger, old 電子 Taz Koung-Ginger, young ... 5 Tring Tau-Groon Peas 方值 Kan Lik Horse Radish, Sha ,, 12 来聞 Suk Mal-Sweet Corn......piece -黨生為 Young Shang Ta'oi—Lettuos... 1b, 1 frosh 图度神 Young Ts'ang Tau-Onions,

By Shang Te'ung On one, Green , 5 超極本品 Yet Pan Ta'ung Tau-Onions, Japanese 图在独上 Shanghai Ta'ung Tau-Onions, Shanghai 造物 Mo ku—Okroos 超多种 Young Yuen Si-Pareley, Eag.

任智慧和 Foochow Shu Tsai—Potatios Foodhow 上仔書 Shanghai Shu Teai-Potato 伊多本日 Yat Pun Shu Tsai-Potatoien,

Јаравою принцение 任命門院 O Mun Shu Ment -- Putatowa, Macro 伊馨鏡花 Fa Ke Mu Tsui-Potatous, American 春香 Fan Shu—Potatoes, Sweet............

展生 Tung Kwa—Pumpkin...... 类牙灣 Chū Tsai Tstoi-Pursline 好自認紅 Hung Lo Pak Tsai—Radish .. , .. 形 禮花 Kon Ta'ung Tau-Shalots Yin Ts'oi-Spinach..... 同学 Fa Tau -Paros Lo Pak-Spinach Chinese 角置 Tau kok...... Lien Ngau-Lily Boot

ZEA Yeung Lo Pak-Turnips, Eng. ,, 2 Tait Kwa-Vegetable Marrow, ,, 3. Mil Tai -Water Chestauts, ,, -Common ... 绍具体的 Kwei Lam Ma Tai - Water **随度** Chestnuts, Mandaarin , 章 产面 Sai Yuong Ts'oi-Water Cresses , Tai Shu-Yams.... Sage, per bundle " —

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THE FUTURE CONSUMPTION OF

Speaking at the meeting of shareholders in the Rubber Plantations Investment Trust Mr. C. A. Lampard, the chairman, made the following remarks as to the future consumption of

In my speech at the meeting of the United Serdang Company in February of this year. 1 ventured to give some figures, taken from the American Customs, showing the consumption of rubber there for the six years from 1904-5 to 1909-10, and from those figures I showed that during that period the consumption of rubber there had increased by about 50 per cent., al though the price of the crude article had rison some 25 per cent. I argued from that that taking America as an example, with rubber on a fairly steady, stable basis, we could regard the future consumption of rubber as increasing something like 10 per cent, per annum. I have been subjected to a good deal of criticism in regard to that, very largely from German ex- | coast of China. ports, who think that that rate was excessive At the time I had these figures for the United meeting I had not the German figuresthey were not available—but since that time I have been able to get them. I find that in 1903 the amount_of rubber which- was-retained in Germany for its own consumption, allowing for re-exports, was 10,424 tons, and in value £4,792,000; in 1909 it rose to 11,279 tons, and in value to £5,355,000; and in 1910 it rose again | * Hongkong & Neighbourhood to 13,529 tons, and in value to £8,909,000. Those figures show an increase in weight of 30 | Formesa Channel per cent, and an increase in value of nearly 90 per cent. I think, therefore, that the best reference I can give to my German friends is to their own figures, because they show that, in spite of the very large rise in price, the Germans during 1908, 1909, and 1910, showed an annual increase in consumption of 10 per cent. I think that, on the whole, considering that

the motor industry practically is not of age-it. commenced, I suppose, something like 17 years ago, and I believe that the most sanguine then looked to do something like ten miles an hourwe need not be nervous about increased consumption. We have now got up to a very different thing indeed, and it is generally believed that for tyre purposes alone the world required last year-something like 35,000 tons of rubber. That satisfies only the present requirement in the main, for pleasure motors. great, the very great, development whi undoubtedly is before that trade lies in direction of commercial vehicles, and wh many of us some few years ago were jeered when we suggested that motor traction wor knock out the horse vehicle in London, to-d we find that it is an accomplished fact, and one dreams that either the taxi-cab or motor-omnibus, will eventually be displa again by horse traction. What has taken p with regard to the transport of passenger train in the big cities of the world is undoubted going to take place in regard to the transpo of goods. It would be difficult to assess quantity of rubber which will be required meet that demand. There is, anyhow in judgment, nothing to interfere with the co fidence with which we should regard the futu and there is no chance for a very long time como-as long as it is practical for you and at all events, to consider—of anything like o supply and prices dropping down to an -profitable basis.

SHIPS AND SHIPPING.

PANAMA POSSIBL* IRS.

An announcement comes from San Francis says a London paper, that the Hambu American Line is making inquir with a view of establishing certain new li when the Panama Canal is opened. The ca speaks of a service from New York to Panav of docking facilities at San Francisco, and of extension of the line to Yokohama. It is not all clear what the programme is, especially as shipping between New York and San Franci is now reserved to the American flag as "coa ing," and the opening of the canal will ma no difference in that respect. It may be the Hamburg- American Line proposes to a service from New York to the Far East, Panama, and another from the Plate and the I zils to Sau Francisco, also by way of the car These are among the possibilities of the sit tion. It is clear that the United States has got the ships with which to open up the routes made feasible by the sundering of isthmus. It must be done by British or Gorman vessels.

The fact that the Germans are alive to the new situation gives point to the prospective cooperation of the Royal Mail, Pacific Steam, and Lamport and Holt lines. All three of them are in the South American trade, and two of them trade to West Coast ports as well as with the Brazils and the Plate. The Lamport and Holt Line links up New York with South America, and the Royal Mail is also at New York, as well as in the West Indies and Central America, to both of which the Panama Canal should bring renewed life. Thus those three lines are extra ordinarily well placed for turning the canal to good account, whether as regards the Pacific coast of North and South America or communication between the United States and the Far East. In a measure the completion of the Panama Canal will revolutionise the world's steamship routes.

With the publication of the minutes of the

recent Imperial Conference, it becomes more and

more clear that the opening of the Pauama Canal may influence the fortunes of what is known as the "All Red" route. Even Sir Joseph Ward, who so zeulously advocates, on behalf of New Zealand a fast service to the Mother Country via Canala, had to admit that a large portion of New Zeatrade will presently way of Panama. A service via Canada, he acknowledged, could only be of use for mails and passengers. But Mr. Fisher, on the part of Australia, pointed out that they could not send emigrants to the Commonwealth via Canada, even if the route were shorter than any other. They could not disembark men, women, and children, send them across a continent by rail, and re-embark them on the Pacific side. Mr. Fisher, however, had a more serious criticism of Sir Joseph Ward's scheme. It was that service between the United Kingdom and Australia, vin the Cape, follows just as much an "All Red" route as one across Canada to New Zealand. In the discussion which took place

at the conference on the subject of Suez Canol dues, Mr. Fisher remarked that the route via South Africa would ultimately be a convenient way of sending ships which are not in such a great hurry as those carrying mails. Thereupon General Botha remarked: "Australia and South Africa will stand together, and build their own line." Mr. Fisher's reply was that it was a matter which they would have an opportunity now of considering. "I am quite prepared to consider it with you," added General Boths. From this conversation, therefore, it is fair to infer that there is a rival "All Red" route in the air. It may be noted that the only criticism of the Panama route came from Sir Wilfrid Laurier, who, giving it, as he said, for what it was worth, stated that he had heard that the discomforts of the heat would make the Canadian-route far more available.

The typhoon, which is now situated a little to the westward of the Bashee Channel, is moving towards N.W. On the 27th at 8.45 a.m.—Signals_lowered

At 11.55 am.—The barometer has fallen rapidly at the Formosa Channel stations, and risen quickly in Luzon. The typhoon, which has moved towards N.N.W. since yesterday, reached the neighbour-

hood of the Pescadores about 6 o'clock this morning. It will probably move 'no the Channel and reach the coast near Foochow. Pressure has increased moderately and is highest over Japan.

Very bad weather will continue to prevail over the Formosa Channel and along the E. Hongkong rainfall for the 24 hours ending

at 10 a.m. to-day, 0.00 inches, The forecast for the 24 hours ending at noon

to-day is as follows :--DISTRICT. FORECAST,

Cyclonic gales South coast of China between (N.W. to S.W.

Hongkong and Lamocks. 1 winds, strong. South coast of China between N.W. to S.W. Hougkong and Hainan , I winds, moderate. * N.W. to S.W. winds, fresh or strong; fair

CHINA COAST METEOROLOGICAL REGISTER.

August 27th - AT A.M.

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F. G. Frag, Director. Hongkong Observatory, August 27th, 1911. 1 BAROMETER; reduced to 32 degrees Fabrenheit on ie level of the sea in inches, tenths and hundredths. 2 TEMPERATURE, in the shade, in degrees Fahren-

3 HUMIDITY, in percentage of saturation, the humidity of air-saturated with moisture being 100. 4 DIRECTION OF WIND, to two points. 5 Force of Wind, according to Benfort Scale.
6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q-equally, r min, s snow, t thunder, v visibility, w dew (wet)

0 Rain in inches, tenths and hundreths.

HONGKONG METEOROLOGICAL

REGISTER. Hongkong Observatory, August 27th

Previous On Date On Date аt 4 р.т. 10 а.т. 4 р.т. 29.51 29.56

Temperature – Humidity..... West Wind Direction ... Rain Highest open air Temperature on 26th...93

Lowest open air Temperature on 26th., 20

HONGKONG TIDE TABLE

From 23th August to 3rd September, 1911.

| HIGH WATER. | | | | | | Low Water | | | |
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| Days of M. ek. | Days of Month | H'ke Me Tir | ong an ne. | Hairht | | M_0 | ong an ne. | Hoight. | |
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CHIPSHING, British str., 1,199, F. Mooney, 26th August-Tientsin 20th Aug., General

-Chinese. CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 26th August-Foochow 23rd August, General-Osaka Shosen Kaisha. DAGNY. Norwegian str., 882, P., Solvesen, 26th August-Hongay 24th August, Coal-

Auguard, Thoresen & Co. EASTERN, British str., 2,272, F. W. Hood, 26th August-Sydney 3rd August, General-Gibb, Livingston & Co. HAIMUN, British str., 647, A. H. Stewart, 26th August-Swatow 25th August, General-

Douglas, Lapraik & Co. HANOI, French str., 1,200, G. Bouhier, 26th August-Pakhoi 27th Aug., General-A.

KAISHING, British str., 1,143, H. E. Laver, 26th August-Maaila 23rd August-But-KWANGTAH, Chines, str., 1,536, Stewart, 27th August-Shanghai 24th Aug., General-

C. M. S. N. Co.

LINAN, British str., 26th August-Canton. Pongrong, German str., 998, W. Botefuhr, 27th August-Bangkok 16th August, Rico and Toakwood - Butterfield & Swire. RHEINEELS, German str., 3,528, B. Woyhausen, 25th August - Hamburg 26th July, General - Hamburg Amerika Linie. VLADIMIS, Russian str., 3,197, Skalsky, 27th

August-Shanghai 22nd Aug.-Melchers ZAFIRO: American str., 1,410, M. C. Smith, 26th August-Manila 23rd Aug., General -Shewan, Tomes & Co.

> DEPARTURES. 26th August.

HAIMUN. British str., for Baigon INDEXDEO, British str., for New York. LOONGSANG, British str., for Manila. PHRANANG, Gorman str., for Bangkok. SEANG CHOON, British str., for Singapore. SIBERIA, American str., for Keeling. SUNDA, British str., for Shanghai. 27th August.

BRISGAVIA, Gorman str., for Singapore. CHOYSANG, British str., for Shanghai. DAIGI MARU, Japanese str., for Swatow. Goldmourn, British str., for Singapore. Linan, British str., for Shanghoi. MANDASAN MARU, Japanese str., for Milke. RHEINFELS, German str., for Yokohama. TELEMACHUS, British str., for Saigon.

SHIPPING REPORT.

The American str. Zafiro reports: Fine weather. The British str. Eastern reports: Fine weather throughout and smooth sea.

PASSENGERS.

ARRIVED. Per Kreangtah, from Shanghai, Mr. J. C. Flotcher, Mr Shun and Mr Chang. Per Eastern, from Sydney for Hongkong. Miss Marshall, Mrs. A. O. Lang, Mr and Mrs L. W. Nardin ; for Shanghai, Rov and Mrs W. H. Sears and Roy John Gibbs; for Kobe; Mrs Retallack and Mr S. Nilson; from Townsville for Kobe, Mr R. Stewart: for Hongkong, Mr Westapoules: from Manila for Hongkong, Mr D. P. Sullivan, Mr H. W. Korten and Mr L.

Per Haiching, for Swatow. Dr. Holson, Mr. A. Bune and Mr J. Friesland; for Amoy, Mrs M. Stienzar: Misses Stienzar and Heswandez; for Swatow, Messra J. Quin. W. McCulloch and Maldew.

H. Davis.

Per Siberia, for San Francisco and way ports, Mrs C. E Carscadon, Mr A. J. Hilbert, Mr and Mrs H. M. Wheeler, Miss J. Angus, Messrs A. C. Watts, B. McCloskey, S. W. Howett, V. Butindag, Jose Lorenza, Wm. F. Pack, Mrs R. V. Hedges, Miss R. E. Nicolet, F. G. Vidal, M. Tagawa, Mr and Mrs J. Struthers, Mr S. A. Francisco, Mr A. Mandanas, Mr C. L. Johnson, Mr and Mrs G. H. Wakeman, Mr O. E. Lantzethesen, Mr Chas. Benebilt, Rev. Fr Buenaventura, Pandes, Rev. Fr. Francisco Noval, Mrs M. Tidball, infant and nurse. Mr and Mrs A. E. Bigolow, child and infant, Mr A. D. Carscaden, Bishop J. J. Carroll, Miss M. Agnus, Messrs R. H. V. Donsmore, E. Sims, Wm. H. Lewis, J. Pasek, Lieut. and Mrs A. Mueller, U.S.A., Mr G. Y. Chisum, Col. J. B. Ballinger, U.S.A., Miss A. B. Maynard, Mr B. C. Butler, Miss S. Goodfellow, Mr T. K. Songis, Mr R. Marui and servant, Miss I. Struthers, Mosers E. Tolentino, A. V. Gas, A. Ezra, A N. Appleford, Miss C. Dubeck, Mr W. C. Mayne, Mr Rice, Mrs I. Tangye, Rev. Fr. M. Pena, Mr and Mrs C. H. Crocker, Mr D. Hanson, Mr M. Ito, Mr J. M. de Villa and Miss Florence Lond.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast THE Steamship

" ROSERIC," Will be despatched for the above Ports FRIDAY, the 15th September. -For Freight and Passage, apply to

ARNHOLD, KARBERG & Co., General Agents. H gkong, 22nd August, 1911.

ON SALE.

MAIL TABLES

ron 1911.

Shows the dates of departure of the Main to Europe and America, and the dates of their *xpected arrival as well at their destinations, of the dates of return Mails.

Mounted on Card On Paper ...

On Sale at the Hongkong Daily Press

Houzkong, 6th February, 1911.

LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k,w." together with the number denoting the section.

SECTIONS 1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard.

| 1. From Green Island to the Harbour Master's | 2. From Harbour Ma | STOL B OF THE | 1 A 401 | o. From Diake Fier to N | aval Yard. 4. From Naval Yard | to East Point |
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| DESTINATION | V <> PL*8 NAMES. | FLAG & RIG | 6 E RTE | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATOR NO |
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| NDON, ROTTERDAM & ANTWERP | | | | R. L. Daniel | JARDINE. MATHESON & Co., LD | Ta-marraw |
| NDON, &c., VIA USUAL PORTS OF CALL NDON & ANTWERP VIA SINGAPORE. &c | ARCADIA | | | | I". At 11 M. Al 11a | |
| NDON & ANTWERP VIA SINGAPORE, &C | SARDINIA | Brit. str | | C. C. Talbot, R.N.R. | P&OSNCO. | About 6th Sept. |
| TTERDAM & HAMBURG VIA STRAITS, &c. VRE, ROTTERDAM & HAMBURG &c | FURST BULOW PREUSSEN | | k. w. k. w. | | | ! 4 km |
| VRE. BREMEN & HAMBURG, &c | Ambria | Ger. str | k. w | Foldtmann | HAMBURG ASSESSMENT TO THE STATE OF THE STATE | I (In 20th Shot |
| VRE & HAMBURG VIA STRAITS, &c VRE & HAMBURG VIA STRAITS. &c | RHEINFELS | | k. w | 141 141 | L1 A M R1 R(1 A/M/16191914 - T + 1711 - | On 15th Sept. |
| VRE, BREMEN & HAMBURG. &c | SUEVIA | Ger. str | k. w | The state of the s | HAMBURG-AMERIKA LINIH HAMBURG-AMERIKA LINIH | On 29th Sept. On 12th Oct. |
| PENHAGEN & BALTIC POBTS Refilles, London & Antwerp via Singapore, &c | YEDDO HIBANO MARU | Jap. str | • | ### ### | LITAT Write Car Tan | About 20th Sept. |
| rseil les. London & Antwerp-via Singapobe,&c. | TANGO MARU | Jab. str | | Train there is the second of the | NIPPON YUSEN KAISHA NIPPON YUSEN KAISHA | |
| PLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON IESTE, &c., v'A SINGAPORE, &c., | | Ger. str Aus. str. | | r. von Binzer | MELCHERS & Co. | On 13th Sept., at D'i About 6th Sept. |
| STON & NEW YORK VIA PORTS & SUEZ CANAL | KATUNA | Am. str. | • ••• | 111 114 114 114 114 114 114 114 | SANDER, WIELER & CO. SHEWAN, TOMES & CO. | On 27th Sept. |
| STON & NEW YORK A. PORTLAND, A. | † | Am, str | · | 410 410 340 440 440 440 | ABNHOLD, KARBERG & Co. | About 5th Sept. On 15th Sept. |
| NCOUVER, VIA SHANGHAI, JAPAN, &c | MONTRACLE | Brit, str | 2 m. | F. S. Cowley W. Davison | THE BANK LINE, LIMITED CANADIAN PACIFIC R. Co | On 5th Sept. |
| NCOUVER VIA SHANGHAI, JAPAN, &c TORIA, C.B. & TACOMA VIA KEELUNG & JAPAN | Empeess of India Seattle Maru | | | E. Beetham | CANADIAN PACIFIC R. Co | On 12th Sept., at N On 14th Oct. |
| TORIA B.C. & SEATTLE VIA KEELUNG. &C. | INABA MABU | Jap. str Jap. str | | S. Tominaga | OSAKA SHOSEN KAISHA | On 6th Sept., at 11 |
| TORIA, B.C., & Tacoma via Keelung, S'Ghai, &C. | MEXICO MARU | Jap. str | <u> </u> | *** *** *** *** *** | OBAKA SHOSEN KAISHA | On 16th Sent at 71 |
| N FRANCISCO VIA SHANGHAI & JAPAN, &c. N FRANCISCO VIA KEELUNG, S'HAI & JAPAN &c. | MANCHURIA | A A | | E. Street | PACIFIC MAIL S.S. Co | On let Sept., at 1 P. |
| n francisco via Keelung, s'hai &-Japan, &c | CHIYO MARU | Jap. str | | W. W. Greene | PACIFIC MAIL S.S. Co. TOVO KAISHN KAISHA | . On 8th Sont |
| RTLAND VIA JAPAN | RYGJA YAWATA MARU | Nor. str Jan. str | L | Eivind Meyer | FORTLAND & ASIATIC S.S. Co. | On 1st Sont |
| STRALIAN=PORTS VIA MANILA | YAWATA MARU | Jap. str. | | T. Sekine | NIPPON YUSEN KAISHA | . On let Sont of No. |
| STRALIAN PORTS VIA MANILA BE & YOKOHAMA | | | [. | L. Klugkist | METCHERS & CO | Tin Oth Sant *+- Ti |
| BE & YOKOHAMA | 1 | Ger. str | - | K. Homma F. Bruening | | .l On 31st inst. at 11 |
| GABARI. KOBE & YOKOHAMA | NIKRO MARU , | Jap. str. | – | M. Yagi | MELCHERS & Co | l On 30th inst. at No. |
| PAN XICAN, PERUVIAN & CHILEAN & JAPAN | BUYO MARU | Jan. str. | _ | V. Zwart | JAVA-CHINA-JAPAN LIJN | Quick despatch; |
| efoo & tientsin | Kurrenow | Brit, str. | im. | Foresyth | TOYO KISEN KAISHA BUTTERFIELD & SWIRE | On 1st Sept at 4 p |
| ANGHAI, KOBE & YOKOHAMA | RHEINFELS | | | F. Mooney | JARDINE, MATHESON & Co., LD. | On 1st Sept., at Noc |
| INGHAI VIA SWATOW | CHOYBANG | Brit. str. | | M. Courtney | Hamburg-Amerika Linin Jardine, Matheson & Co., Ld., | Ta-marrow of Mass |
| ANGHAI MOJI & KOBE | Bombay Maru Chinhua | Jap. str Brit. str | | J. Teranaka Benson | MILLION TOREN WAISHY | On 30th inst. |
| ANGHAI | DELTA | Brit. str | | E. P. Martin, R.N.R. | BUTTERFIELD & SWIRE P. & O. S. N. Co | On 30th inst LE - |
| ANGHAI MOJI | l - | Brit, str. Reit ete | | 4.0 | JARRING MIMITROAMS & Classic | On 30th inst., at 5 P On 1st Sept., at Noo |
| NGHAI, NAGASAKI, KOBE & YOKOHAMA | GNEISENAU | Ger. str. | 1 MM () | | BUTTERFIRED & SWIRHA MELCHERS & Co | On 2nd Sopt., at M' |
| NGHAI, MOJI, KOBE & YOKOHAMA | PALMA | | | 11 O total to 1 20:171-77-1 | 1 . Ob 13. Co. IN 1.73 | 1 A haras 7741 CT |
| NGHAI, YOKOHAMA, KOBE & MOJI | CANTON | Swed. str | | | Of the West & Co. Land | L A bont 14th Sout |
| CHOW VIA SWATOW & AMOY | TJIPANAS | Dut etr | P | District Course | JAVI-CHINA-JAPAN LIJN | 1 Oniak damatah |
| ATOW, AMOY & FOOCHOW | _ | Brit. str | 2 h. | !' ' | USAKA DHOSEN KAISHA | On 30th instantia |
| ATOW. AMOY & FOOCHOW | HAIYANG | Brit. str. | 2 h. | J. W. Evans | DODGE AG TARRASE & Co | |
| ATOW, AMOY & FOOCHOW | Taming | Brit. str. | 2 h. 1 m. | TO THE TAXABLE COMMON THE TAXABLE COMMON TO THE TAXABLE COMMON TO THE TAXABLE COMMON TO | LINITAL LADDITH & CA | |
| NICA, CEBU & ILOILO | ZAFIRO | Am. str | | M. C. Smith | SHEWAN TOMES & CO | To-morrow, at 4 P.A |
| NILA. CEBU & ILOILO | | Brit. str | 1 m. | P. H. Kolte | JARDINE, MATHESON & Co., LD. | On 2nd Sept., at 2 r |
| NILA | LOONGSANG | Brit. etr | - | Teack | JARDINE MATERION & CO. T. | On 5th Sept., at 4 p |
| NILA, CEBU & ILOILO | HAKATA MARII | Am. str | | S. Crosby | SHEWAN, TOMES & CO | On 9th Sept., at 4 P |
| TAVIA, CHERIBON. SAMARANG, &c | TJIMAHI | Dut. str | - | -m. 10.0 0.000 111 111 111 | NIPPON YUSEN KAISHA JAVA-CHINA-JAPAN LIJN | I On 5th Root |
| HOW & HAIPHONG | SINGAN | Brit. str | 1 m | F. Jamieson | 1 3 4 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 1 Marsan . "" 1 A |
| IGAPORE, PENANG & CALCUTTA | FOOKSANG | Brit. str. | | | David Sassoon & Co., Ltd. Jardine. Matheson & Co., Ld | 1 (C) |
| GAPORE, SAMARANG & SOURABAYA DAT & SANDAKAN | SHANTUNG | Brit. str | — 1 m, | o t atomitous its | DOTTERTINED & PAIRE | To-morrow at 4 p as |
| ANG CHOW WANG & HAIPHONG | Si-Kiang | Ger. str. Fren.str | · — | 2 1 10 miles 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | TETCHERS OF CO. | Middle of Sept. |
| | | | Î | | MESSAGERIES MARITIMES | On 30th inst, at 9 A.M. |

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec. "EMPRESS OF INDIA" SAT., 2nd Sept. "ALLEN LINE" "EMPRESS OF JAPAN" SAT., 23rd Sept. "EMPRESS OF I FRIDAY, 29th Sept. EMPRESS OF IRELAND"FRI., 20th Oct.

"MONTEAGLE" SATURDAY, 14th Oct. "EMPRESS OF INDIA" SAT., 4th Nov. "EMPRESS OF BRITAIN" FRI., 1st Doc. Steamships leave HONGKONG at 6 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamsnips, 14,500 tons register, thus providing a comfortable and speedy through route to Europa.

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Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to O. W. CRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Praya, opposite Blake Pier.

IMPERIAL GERMAN MAIL LINES.

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|---|--|---|
| FOR | STRAMERS TONS | TO SAIL. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, | "PRINZ LUDWIG," Capt. F. v. BINZER, 18,300 | Wednesday 6tl Sept., at Noor |
| ANTWERP and HAMBURG J SHANGHAI, NAGASAKI, KOBE | "GNEISENAU," | About |
| and YOKOHAMA MANILA. ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | Capt. TH. STOLLBERG, 16,000. 7 "COBLENZ" Capt. L. Kluckist, 6,750 | { 6th Sept. ∫ 9th Sept. } Daylight, |
| ROBE and YOKOHAMA | "PRINZ SIGISMUND," Capt. F. BRUENING, 6,000 | About 19th Sept. |
| KUDAT and SANDAKAN $\dots $ $\left\{ $ | "BORNEO". Capt. F. SEMBILL, 5,000 | Middle of Sept. |
| | n Line are fitted with Wireless 7 | elegraphic. |

For Further Particulars, apply to NORDDEUTSCHER LLOYD. MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th August, 1911.



PHILIPPINES S.S. CO.

| | <u>'</u> | | +1 | |
|----------------|------------------|-----------------------|--|--|
| STEAMSHIP | Тоив | <u></u> | FOR | SAILING DATE |
| ZAFIRO RUBI | 4000 4000 | M. C. Smith S. Crosby | Manila, Cebu & Iloilo Manila, Cebu & Iloilo | On 30th Aug., 4 P.M. On 9th Sept., 4 P.M. |
| | | | | |

For Freight or Passage, apply to Hongkong, 22nd August, 1911. SHEWAN, TOMES & Co., General Managers. PHILIPPINES S.S. Co. [13] PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMBHIP To SAIL "RYGJA" ... On 1st September. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

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FRED J. HALTON. AGENT.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to. Rangoon, Madros and Mauritius.)

"CATHERINE APCAR," Captain L. C. Townesend, will be despatched for the above Ports TO-MORROW, the 29th inst... at Noon. For Freight or Passage, apply to

DAVID SASSOON & Co., LTD., - Agents. Hongkong, 25th August, 1911.

SHIRE" LINE OF STEAMERS, LTD FOR LONDON, ROTTERDAM AND

ANTWERP:

THE Steamship

"CARMARTHENSHIRE," Capt. R. L. Daniel, will be despatched as above TO MORROW, the 29th August. The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderato Rates.

A Doctor and Stewardess are carried, and all Cabins are fitted with Electric Fans. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 17th August, 1911. - [1015]

THE PENINSULAR AN ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA

Ports. THE Steamship

"ARCADIA," Captain S. Barcham, carrying His-Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 2md Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'ss.s. "Mongolia," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all Cargo for France, Tes and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London

on the 14th Oct., 1911. Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For fu ther particulars, apply to Superintendent.

Hongkong, 21st August, 1911.

HONGKONG-BOSTON & NEW YORK





AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS. AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

"KATUNA," On'or about 5th Sept. For freight and further information apply to-

SHEWAN, TOMES & Co., General Agents. Hongkong, 15th August, 1911.

STEAMERS PASSED THE CANAL.

August 1st-Antilochus, Benvenue, Buelow. Coulon. 4th-Agamemnon, Aki Maru, Austria, Caledonien, Dunblane, St. Patrick. 8th-Suevia. 11th-Slavonia, Theseus, Tranquebar. Delayed through mutilation, Vandalia. 15th-Achilles, Benalder, Nubia, Palma. 18th-Brasilia, Mishima Maru, Stentor, Sydney, Telema-chus, Gneisenau. 22nd-Belgra ia, Denbighshire, Matoppo, Menclaus, Sumatra, Glenfarg, Senegambia, Lovat. 25th—Armand Behic, Konangsi, Seneca, Siam, Atreus.

ARRIVALS AT HOME. August 25th-Indrawadi, Miyasaki Maru, Ping Suey, Indra, Prinzess Alice.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

DOCKYARD Modern Appliances for quick construction and repair of Ships, Engines, TAIROO-DOCK VARD. Bridges, and Rolling Stock, Railway all Classes of Engineering, Iron and Wood-Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

OF RONGRONG, GRAVING DOCK 787 × 88' × 34' 6" Pumps empty Dock in 23 hours. THREE PATENT SLIPWAYS taking vessels

ENGINEERING 50-Ton Hydraulic TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVERS AND METAL SPECIMENS.

. HONGRONG. up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. 1(C.TCN ELECTRIC CRANE ON QUAY-ELECTRIC OVFEBEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. Reid, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office MANAGERE AND AGENTS,

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.

ORIENTAL

STELY NAVIGATION COMPANY.

| V | | FOL | | BTEAMARS | | TO BAIL | REMARKS |
|-------|------|----------|-----------|--|-------------|-------------|-------------------------------|
| BHAN(| GH≜I | | 44 14 444 | Capt. E. P. Mar ASSAYE Capt. G. W. C | tin, R.N.R. | 30th Aug. J | Freight and Passage. Passage. |
| PONDO | ON V | IA USUAI | Ports | ARCADIA | R.N.R. | | |

OF CALL. Capt. S. Barcham 2nd Sept. J Advertisement

For Further Particulars apply to

Hongkong, 28th August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION HOIHOW and HAIPHONG "SINGAN" On 29th Aug., 8 A.M. MANILA, CEBU and ILOILO "TAMING" On 29th Aug., 4 P.M. SINGAPORE, SAMARANG and SHANTUNG" On 29th Aug., 4 P.M. SOURABAYA SHANGHAI

"CHINHUA"

On 31st Aug., 4 P.M.

CHEFOO and TIENTSIN

"KUEICHOW"

On 2nd Sept., M'night

MANILA, CEBU and ILOILO

"TEAN"

On 5th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

--- S.S.-"LINTAN "-and-S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommoda-tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of TELEPHONE 35 the transhipment at Woosung. REDUCED FARES:—SINGLE \$45......RETURN \$75. BUTTERFIELD & SWIRE.

For Freight or Passage apply to-Hongkong, 28th August, 1911.

AGENTS.

LEAVING.

E. A. HEWETT,

Superintendent.

DOUGLAS STEAMSHIP CO., LD. EST

HONGKONG-SOUTH CHINA COAST PORTS

TIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Juisine.

AND FOOCHOW SWATOW. AMOY AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN STEAMSHIPS

... TUESDAY, 29th Aug., at 1 r.m. "HAITAN" ... | Capt. J. S. Roach Capt. J. W. Evans ... | FRIDAY. 1st Sept., at 1 P.M. "HAICHING" ... | Capt. W. C. Passmore ... | TUESDAY, 5th Sept., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochew.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGURS.

Hongkonr. 26th August, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) TO BAIL + SHANGHAI VIA SWATOW "CHOYSANG" ... Tuesday, 29th Aug., Noon. "CHIPSHING" Friday, 1st Sept., Noon. ... Friday, 1st Sept., Noon. "NAMSANG" .. Saturday, 2nd Sept. Noon. * SINGAPORE, PENANG ACALCUTTA "FOOKSANG" * MANILA "YUENSANG" ... Saturday, 2nd Sept., 2 P.M.

* MANILA "LOONGSANG" ... Saturday, 9th Sept., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yargieze Ports, Tsingtau, Weihaiwei, Chefoo Tientsin & Newchwang,

Telephone No. 215, Sub. Erch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 28th August, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. 'INKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

HOMEWARD. FOR HAVRE, BREMEN & HAMBURG: OUTWARD, S.S. AMBRIA ... 31st Aug. FOR SHIGHAL, KOBE & YOROHAMA: FOR HAVRE & HAMEURG: S.S. ALESIA ... 15th Sept. FOR HAVRE, ROTTERDAM & HAMBURG: S.S. RHEINFELS 28th Aug. S.S. SUEVIA S.S. PREUSSEN ... 20th Sept. 6th Sent. FOR HAVEE, & HAMBURG: S.S. SENEGAMBIA ... 20th Sept. S.S. RHEINFELS ... 29th Sept. S.S. BAYERN 6th Oct. S.S. ARCADIA... ... 18th Oct. FOR HAVRE, BREMEN & HAMBURG: S.S. SUEVIA 12th Oct. S.S. SLAVONIA ... ord Nov. S.S. SCANDIA... ... 16th Nov. FOR ROTTERDAM & HAMBURG: S.S. FURST BULOW 14th Oct. S.S. SPEZIA 2nd Dec.

For Further Particulars, apply to-

HAMBURG-AMERIKA LINIE,

Hongkong Office. · Hongkong, 26th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration CAPTAIN DATE OF SAILING. + CHIYO MARU ... 21,000 ... W. W. Greene ... FRIDAY, 15th Sept., at Noon, * AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, 6th Oct., at Noon.

+ SHINYO MARU ... 21,000 ... H. S. Smith ... FRIDAY, 3rd Nov., at Noon, + Triple Screws, turbine engines. • Twin Screws. All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

+ TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, 13th Oct., at Noon.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th September, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS:

PROPOSED SAILINGS FROM HONGKONG (Subject to Authration): DATE OF SAILING. STEAMER 14th October. at Noon.

... 10.500 ... SATURDAY, BUYO MARU ... 11,000 ... W.EDNESDAY, 13th December, at Noon. HONGKONG MARU 18th February, at Noon. KIYO MARU... ... 17,500 ... TUESDAY, THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU,

on SATURDAY, 14th October, at Noon. FARES FROM HONGKONG: ... Yen 570.00. TO VALPARAISO -

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—
TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic,
Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

ment of China and Japan. TO CANADIAN AND UNITED STATES POINTS:-Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL POINTS :- Missionaries and their families.

(These concessions apply to San Francisco Line Only). These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation. "TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with

Turbine Engines and Triple Screws. Record Speed 212 knots. Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT, King's Building (Opposite Blake Pier).

FRANCAIS ASIATIQUE

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano,

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW, WANG AND HAIPHONG.

KAISHA.

UMAVES.

MANAGER

on WEDNESDAY, the 30th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

SHOSEN

REGULAR SERVICES, PROPOSED SAILINGS FROM-HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.



772-778

OSAKA

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY. The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

| | DIMAMAN | (Gross reg.) | |
|---|----------------|--------------|---|
| VICTORIA, B.C. & TACOMA | "SEATTLE MARU" | 6,182 | WED'DAY, 6th |
| ROBE, YOKKAICHI, SHIMIDZU and YOKOHAMA | "CHICAGO MARU" | 6,182 | Sept., at 11 A.M. TUESDAY, 3rd Oct., at 11 A.M. |
| VICTORIA, B.C. & TACOMA | <u></u> | | |
| VIA KEELUNG, SHANGHAI, | "MEXICO MARU" | 6,064 | SATURDAY, 16th Sept., at 11 A.M. |
| Moji, Kobe, Yorkaichi, Shimidzu and Yokohama | "CANADA MARU" | 6,064 | TUESDAY, 17th Oct., at 11 A.M. |
| | | 1 | |

STRAMERS

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steers ge-Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE LEAVES. STEAMERS FOR WED'DAY, 30th Aug., FOOCHOW VIA SWATOW "CHOSHUN MARU' at 10 A.M. and AMOY

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Bates of :-

2ND CLASS \$29.90. 1st Class \$45.50 For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

s. HIROI,

U.S. MAIL LINE.

PACIFIC

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGRONG. (SUBJECT TO ALTERATION.) SAILING DATES MANCHURIA..... 27,000 FRIDAY, 8th Sept., at 1 P.M. MONGOLIA 27,000 SATURDAY, * KOREA 18,000 SATURDAY, 28th Oct., at 1 P.M. • SIBERIA 18,000 FRIDAY, 10th Nov., at 1 P.M. * MANCHURIA 27,000 SATURDAY, * MONGOLIA 27,000 SATURDAY, 16th Dog., at 1 P.M. * KOREA 18,000 FRIDAY, 12th Jan., at 1 P.M. • SIBERIA 18,000 SATURDAY, 27th Jan., at 1 P.M.

Twin Screws. All Steamers are Equipped with Wiroless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX Months, £120; 24 Months, £125; including Berth and Meals ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:

--Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA......10,200 Tons FRIDAY, 1st Sept., at 1 P.M. PERSIA 9,000 Trus FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-SARI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 1st Sept., at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS, SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43. via New York HONGKONG TO SAN FRANCISCO £25. Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies

King's Building (opposite Blake Pier). FRED J. HALTON, AGENT.

Tons .

SAILING DATES.

(WEDNESDAY, 50th.

I WEDNESDAY, 13th

(TUESDAY, 12th

JTUESDAY, 10th

(WEDNESDAY, 30th

7.000 C Oct., at Noon.

FRIDAY.

5,000 l Sept., at Noon.

Sept., at 4 P.M.

NIPPONYUSEN KAISHA



PORT SAID

THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKUNG-SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS HIRANO MARU MARSEILLES, LONDON and ANTWERP, via SINGA-PORE, PENANG, COLOMBO, SUEZ and

9,000 \ Aug., at Daylight. Capt. H. Fraser, TANGO MARU 8.000 | Sept., at Daylight. Cant. K. Kawara, KAMO MARU

WEDNESDAY, 27th Sept., at Daylight. Capt. F. L. Sommer, 9,000 \ (SATURDAY, 9th KAMAKURA MARU 7,000 | Sept., from KOBB

VICTORIA, P.O., & SEATTLE Capt. B. Kon, VICTORIA, B.C. and (§ INABA MARU

SEATTLE, via KEELUNG, Capt. S. Tominaga, 7,000 SHANGHAI, MOJI, KOBF. YOKKAICHI. SHIMIZU STAMBA MARU Capt. K. Noda.

and YOKOHAMA SYDNEY and MELBOURNE, -via MANILA, THURSDAY YAWATA MARU ISLAND, TOWNSVILLE Capt. T. Sekine,

and BRISBANE SHANGHAI, MOJI KOBE ...

BOMBAY MARU Capt. J. Teranaka. NAGASAKI. KOBE YOKOHAMA

NIKKO MARU Capt. M. Yagi, AKI MARU KOBE and YOKOHAMA Capt. K. Honima,

5,**0**00 (J WEDNESDAY, 30th Aughat Noon. THURSDAY, 31st 7,000 \ Aug., at 11 A.M. BOMBAY via SINGAPORE, F HAKATA MARU _ (TUESDAY, 5th

Capt. K. Soyeda, 7,000 and COLOMBO... ... Omitting Keeling and Shimizu. Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. I Cargo only. STEAMERS

BETWEEN KOBE AND CALCUTTA.

Regular Service (once in every 18 days) FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON. The First Steamer to sail from Hongkong:--

"JINSEN MARU," Tons 3,782, on September 26th.

SUMMER RATES CHEAPEST

BETWEEN HONGKONG AND JAPAN PORTS. Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. **\$90 \$100**_ \$120 **\$110** 1st CLASS

\$50 \$ 60 \$ 70 \$80

With Option of rail between Steamers' Calling Ports in Japan. For Further Information, apply to-

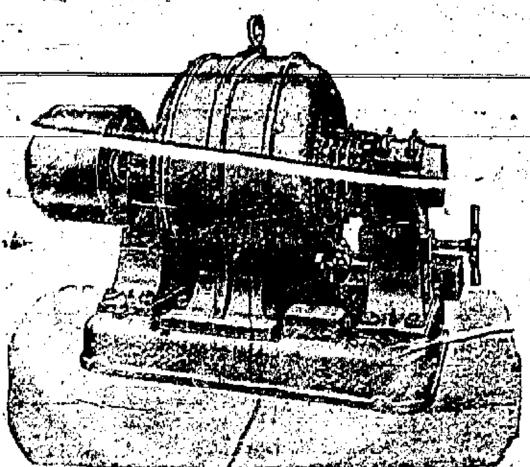
T. KUSUMOTO, MANAGER. 1061-14-407

THOS. COOK & SON TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS &c. Head Office for the Far East: 16. DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates. FOREIGN MONIES exchanged. CHIEF OFFICE:--LUDGATE CIRCUS LONDON, E.C.



ELEKTRIZITATS ACTIENGESELLSCHAFT

Titan BERGERHOF RHLD

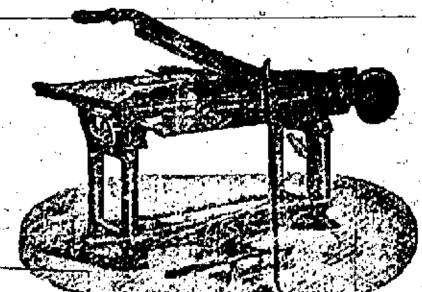
LECTRIC MOTORS, DYNAMOS,

VENTILATORS. AND ALL KINDS OF ELECTRICAL GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA: HUGO C. A. FROMM,

HONGKONG, 4, Queen's Buildings, | Tel. No. 960. Hongkong, 25th August, 1911

AUGUST FOMM LEIPZIG-R



Hongkong, 25th August, 1911.

PRESSES

PRINTING AND BOOKBINDING.

C. A. FROMM,

HONGKONG 4, Queen's Buildings, Tel. No. 960. Iongkong, 25th Angust, 1914,

americain

Sole Representative for Hongkong and South China

Hugo C.A. Fromm, Hongkong.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The Tourane, with the Siberian Mail, is due to arrive here to-day. The Delta, with the English Mail, left Singapore on Friday, the 25th inst., at 6.30 p.m., and may be expected here on or about Wednesday, the 30th instant, at 6 a.m. This packet brings the hongkong Rope Manufacturing Co., Limited the parcel mail closed in London for despatch by the all sea route on the 26th July, and for Insurances.—

Hongkong Rope Manufacturing Co., Limited Hongkong Rope Manufacturing

The Caledonien, with the French Mail, left Saigon on Friday, the 25th instant, and may be expected here to-day.

| The Manchuria, with the American Ma | il, may be expected | here to-day. |
|--|---------------------|---|
| FOR | PER | DATE |
| Macao Hoihow and Haiphong | Sui Tai Singan | Monday, 28th, 1.15 P. Monday, 28th, 5.00 P. |
| Shanghai, Nagasaki, Kobe and Yokohama SIBERIAN MAIL TO EUROPE | Caledonien | |
| Swatow and Bangkok | Paklat | Monday, 28th, 5.00 P |
| Swatow and Shanghai Singapore, Penang and Calculta | Choysang | Tuesday, 29th, 10.00 A r Tuesday, 29th, 10.00 A |
| | | Tuesday, 29th, Printed Matter and Sam |
| EUROPE, &c., INDIA VIA TUTICORIN, Late Letters 11.00 a.m. to Noon: Extra | | ples 10.00 A 1 Registration 10.15 A A |
| Postage 10 cents). Letters posted in all the Pillar Boxes in | Tourane | (Registration, with late tee of 10 cents, up to 11.00 A M.) |
| time for the first Clearance will be included in this contract mail) | | Registration, Kowlood B.O 9.30 A M |
| | | No late fee 11.00 A M |
| Swatow, Amoy and Foochow Macao | Haitan Sui Tai | Tuesd y, 29th, Noon |
| Manila, Cobu and Hoilo | Taming | Tuesday. 29th 300 p. v. |
| Kobe and Moji | Nippo Maru | Tuesday, 29th, 3.00 P M Tuesday, 29th, 4.00 P M |
| Fort Bayard and Haiphong | о <i>тапд</i> | Tuesday, 29th, 500 P M Wodneslay, 30th, 8.00 A M |
| Nagasaki. Kobe and Yokoliama | Nikko Maru | Wednesday, 30th, 9.00 A M |
| Macao Manile Cabu and Haila | Sui Tai | Wednesday, 30th, 11.00 A N. Wednesday, 30th, 1.15 P M. |
| Shinghai SIBERIAN MAIL TO EUROPE | • | Wednesday, 3 th, 300 P M Wodnesday, 30th, 5.00 P.M. |
| Macao Shangbai | Bui Tai | Thursday, 31st, 1.15 p.m. |
| l'ientsin | ATT 1 . 1 . | Thursday, 31st, 3.00 PM —: SEPTEMBER:—. Friday, 1st. 10.00 AM |
| Distriction of the state of the | | e e compres de la |

| Manila (Taking Mails for Cebu and Iloilo), Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Dunedin, Adelaide, Perth, and Fremantle | | Friday, 1st, 10.00 A 1 |
|--|-------------------|--|
| 1. | | Friday, 1st, Printed Matter and Sam ples 10.00 A M Registration 10.15 A M |
| BBANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE | China | (Registration, with late fee of 10 cents, up to 11.00 A.M.) Registration, Kowloom B.O. 9.30 A M No late fee. |
| Macao Chefoo and Tientsin Singapore, Penang and Calcutta EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 conts.) (Supplementary mail on board up to the time fixed for departure of the mail | Kucichow Fooksang | Letters Noon- Friday, 1st, Noon. Friday, 1st, 1.15 P M Friday, 1st. 3.00 P M Saturday, 2nd, 10.00 A M Saturday, 2nd, Printed Matter and Samples 10.00 A M Registration 10.15 A M (Registration, with lat |

Extra Pestage 10 cents)

included in this contract mail.)

Swatow, Amoy and Foochow

Manila, Cebu and Iloilo ...

Manila

(Letters posted in all the Pillar Boxes in 10.45 A.M.) time for the first clearance will by Registration, Kowloo1 9.30 A = The Parcel Mail will be closed on No late fee Friday, 1st instant, at 5 P.M. Letters ... 11.00 A M Saturday, "Taking Mails for Cebu and Iloilo" 2nd, 1.00 r m Sui Tai Saturday, 1.15 р м Anhui Saturday, 2nd, 5.00 P M Haiching ... Tuesday. Noon . Tuesday. 5th, 3.00 PM

fee of 10 cents up to

COMMERCIAL. —: o :—

-EXCHANGE CLOSING QUOTATIONS.

| Talagraphic Tecnsfer 107 |
|---------------------------------------|
| Telegraphic Transfer |
| Bank Bills, at 30 days' sight1,9 |
| Bank Bills, at 4 months' sight1,93 |
| Credits, at 4 months' sight |
| Dreams, 86 4 months sign |
| Documentary Bills 4 months' sight1/10 |
| ON PARIS:- |
| Bank Bills, on demand |
| Credits, at 4 months' sight230 |
| ON GREMANT:- |
| On demand1832 4 |
| ON NHW YORK : |
| Bank Bills, on demand432 |
| Credite, at 60 days' sight442 |
| ON BOHBAY:- |
| Telegraphic Transfer |
| Bank, on demand |
| On CALCUTTA: |
| Telegraphic Transfer |
| Bank, on demand |
| ON SHANGHAT |
| Bank, at sight75g |
| Private, 30 days sight76 |
| ON YOKOHAMA: -On demand874 |
| On Manilla:-On demand-Pesos-87 |
| On Singapore:—On demand762 |
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